

Local Law Filing

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

☐ County ☐ City ☒ Town ☐ Village
(Select one:)

of MILTON

FILED
STATE RECORDS

FEB 02 2023

Local Law No. 1 of the year 2023

DEPARTMENT OF STATE

A local law Authorizing the amendment to the Town of Milton Comprehensive Plan and Town Code

(Insert Title)

Chapter 180-86-District Schedule of Area & Bulk Regulations; Chapter 180-87-District

Schedule of Use Regulations; and addition of Chapter 180-39.7-Design and Maintenance

standards within Corridor Mixed Use District; and addition to Chapter 180-5-Definitions

Be it enacted by the TOWN BOARD of the
(Name of Legislative Body)

☐ County ☐ City ☒ Town ☐ Village
(Select one:)

of MILTON

as follows:

SEE ATTACHED

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 1 of 2023 of the (County)(City)(Town)(Village) of MILTON was duly passed by the TOWN BOARD on January 25 2023, in accordance with the applicable provisions of law.
(Name of Legislative Body)

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) (repassed after disapproval) by the _____ and was deemed duly adopted on _____ 20____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer*)

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) (repassed after disapproval) by the _____ on _____ 20____.
(Name of Legislative Body)
(Elective Chief Executive Officer*)

Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on _____ 20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) (repassed after disapproval) by the _____ on _____ 20____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer*)

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)

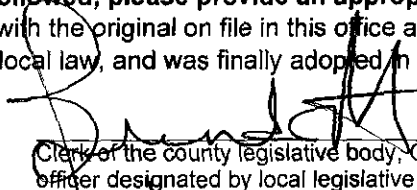
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20____, became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the County of _____ State of New York, having been submitted to the electors at the General Election of November _____ 20____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph _____ above.


Clerk of the county legislative body, City, Town or Village Clerk or
officer designated by local legislative body

Date:

January 30th, 2023

(Seal)

§ 180-39.7. Design and maintenance standards within Corridor Mixed Use District.

A. General provisions. All development and improvements within the Corridor Mixed Use District shall include the construction of sidewalks, curbing, stormwater drainage, streetlighting and street trees pursuant to the following standards. As an alternative, at the discretion of the Planning Board, if sidewalks are not installed, a 15-foot easement for future multiuse path or sidewalk shall be included.

B. Design standards.

(1) Sidewalks:

- (a) Shall be constructed of a minimum of 3,500 psi reinforced concrete.
- (b) Shall be five feet in width and a minimum of four inches in thickness.
- (c) Shall be placed five feet inside of curb.
- (d) All exposed surfaces shall be sloped sufficiently to shed water, towards the Town right-of-way at 1/4 inch per foot cross pitch. Class B broom finish shall be applied, and joints should align with curbing joints or at five-foot intervals.
- (e) Subbase shall be compacted to a minimum of 95% modified proctor maximum density; all unstable and unsuitable areas shall be excavated and replaced with a suitable and compacted subbase material.

(2) Curbing:

- (a) Shall be constructed of a minimum of 4,000 psi concrete.
- (b) Shall be poured in place concrete.
- (c) Shall be six inches in width and 24 in height with a six-inch reveal from the finish top of curb to finish pavement (in most cases top of curb will be approximately one inch above crown of road).
- (d) Subbase shall be compacted to a minimum of 95% modified proctor maximum density; all unstable and unsuitable areas shall be excavated and replaced with a suitable compacted subbase material.
- (e) Shall be located 20 feet from center line of roadway to front face of curbing.

(3) Streetlighting:

- (a) Fixture to be Hanover Lantern Model No. 1972BP:
 - (1) Finish: Verde.
 - (2) Panels: Clear Polycarbonate.
 - (3) Voltage: 120.

- (4) Wattage: 100 HPS.
- (5) Post: Model No. 729; 10 feet in height.
- (6) Photo eye: required for continuous dusk-to-dawn operation.
- (b) Conduit must be provided at all fixtures and at curb cut crossing to facilitate in series wiring for future lighting district.
- (c) Location to be approximately 75 feet on center along streets and placed between curbing and sidewalks.
- (4) Street trees:
 - (a) Tree(s) to be little leaf linden with two-and-one-half-inch to three-inch caliper.
 - (b) Location to be approximately 40 feet on center along streets and placed between curbing and sidewalks.
- (5) Drainage. Where practical, drainage provisions for conveying stormwater from roofs and impervious surfaces on the premises shall be handled in site. For all uses, installing curbs or where stormwater has to be conveyed off site, a storm sewer shall be deemed available when such sewer is within 500 feet of the premises, on which the use is located, measuring along the street and a connection can be made lawfully there to.

C. Maintenance standards.

- (1) Sidewalk maintenance:
 - (a) It shall be unlawful for any occupant of any building in the Corridor Mixed Use District to permit the sidewalks in front of the premises owned and/or occupied by same, to become, in any manner, obstructed by the accumulation of snow, ice and dirt thereon, and such occupant or owner shall remove the snow, ice or dirt from such sidewalk for the whole width thereof within eight hours after any fall of snow which shall cease in the daytime and before 12:00 noon of the day following any such fall of snow and before any such fall of snow shall obtain the depth of 12 inches and, in case the snow and ice become so congealed that the same cannot be removed without injury to the pavement, to cause such snow and ice to be sprinkled with sand or an appropriate deicer and also at all other times to keep such sidewalks free and clear from all dirt, filth or other.
 - (b) In the event that the occupant or owner of the adjoining premises fails to comply with the provision of this section and, by reason of such failure, injuries to persons and/or damage to property results, and in such event such occupant or owner shall be liable for such injuries or damages.
 - (c) In case of damage or deterioration the occupant or owner must repair or

replace within 30 days from the date of notification from the Zoning Enforcement Official.

(2) Prohibited uses:

- (a) No person shall cause any vehicle to obstruct the free use of any sidewalk or crosswalk within the Town Center District.
- (b) No person shall push, ride or draw any vehicle except a baby carriage or invalid chair upon the sidewalk within the Town Center District.
- (c) No person shall encumber the street or sidewalks in the Town Center District with boxes, barrels, crates, display signs, wares, merchandise or any material whatever.

(3) Streetlighting maintenance:

- (a) In case of bulb failure, the occupant or owner must replace the bulb within 10 days of bulb failure.
- (b) In case of damage to fixture or pole, the occupant or owner must show proof of ordering of appropriate part(s) within 10 days of damage and repair must be made within 30 days of damage.

(4) Street tree maintenance. Occupant or owner must maintain trees in a healthy condition. In case of damage, disease or death of the tree(s), the occupant or owner must replace within 30 days from the date of notification from the Zoning Enforcement Official.

(5) Enforcement. It shall be the duty of the zoning enforcement official to see that the provisions of § 180-39.4, hereof are complied with and in case of failure on the part of any occupant or owner, after notice from the Zoning Enforcement Official, to comply with the provisions, the penalties from § 180-72 shall apply.

D. Flexibility. The Planning Board shall have the power to vary or modify the placement of sidewalks, curbing, stormwater drainage, streetlights and street trees due to physical constraints or aesthetics so long as such modifications are with sound planning and engineering considerations. Where installation of sidewalks, curbing, stormwater drainage, streetlights and street trees is not practical at the time of construction or reconstruction, the Planning Board shall require the establishment of an escrow account, or other instrumentality, in the amount of full construction costs to be installed at a later date.

Definitions – to be added to § 180-5 Definitions.

Cannabis retailer - an entity licensed to sell or otherwise transfer cannabis and cannabis products to consumers. Must fully adhere to NYS Marijuana Regulation and Taxation Act. No consumption allowed on site.

Pet Daycare - A site, building or place designed and/or operated to provide care on a regular basis for four or more household pets not living on the premises for a fee. No boarding or overnight stays allowed. Bathing, clipping, and grooming are allowed. Instruction/training is allowed as an accessory use.

Urgent care facility - a walk-in clinic focused on the delivery of medical care for minor illnesses and injuries in an ambulatory medical facility outside of a traditional hospital-based or freestanding emergency department. Other names for similar types of facilities include but are not limited to afterhours walk-in clinics, minute clinics, quick care clinics, minor emergency centers, and minor care clinics.

§ 180-86. District Schedule of Area and Bulk Regulations.

Town of Milton

District Schedule of Area and Bulk Regulations

NOTE: R2os in the schedule below refers to the open space incentive option in accordance with § 180-30.

	R1	R2	R2os	TC	MU	CMU	H1	H2	A
Maximum density (without sewer and water) dwelling unit per acre	1	0.2	0.2 ¹	1	1	1	1	1	X
Maximum density (with sewer and water) dwelling unit per acre	2	X	X	16 ²	16	16	3	3	X
Minimum lot area ³ (acres)	0.5	5	1	X	0.25	0.25	1	1	2
Maximum structure coverage	20%	10%	10%	75%	50%	75%	40%	40%	20%
Maximum impervious surface	50%	25%	25%	90%	75%	90%	60%	60%	75%
Maximum structure height (ft)	35	35	35	50 ⁶	35	35 ⁴	35	35	35
Minimum lot width (ft)	100	200	100	X	75	50	50	50	300
Minimum front yard ⁵	50	150	50 ⁶	10	30	25	15	15	75
Maximum front yard	X	X	X	15 ⁷	X	X	X	X	X
Minimum side yard (ft)	20	50	20 ⁶	X	25	12	12	12	50
Minimum rear yard (feet)	50	75	75 ⁶	20	30	25	50	50	75

NOTES:

1. A bonus of up to 50% above the maximum density (in terms of the number of dwelling units) may be granted by the Planning Board in accordance with § 180-30, Open space incentive option.
2. Intended maximum density for apartment building. Actual density may be significantly less based on-site plan review process, including consideration of compatibility with residential abutters.
3. Actual lot area may be significantly larger based on the maximum dwelling unit density.
4. Maximum height for buildings fronting Route 50 shall be 35 feet. Buildings set back 75 feet or more from Route 50 may be up to 50 feet in height.
5. Notwithstanding the setback provisions established above, structures in the residential districts may be built anywhere within the setbacks of the two adjacent structures on the same side of the street. Corner lots may use the setback of the adjacent lot on each side.
6. The building area of new lots created as part of a subdivision that takes advantage of the open space incentive shall have a minimum one-hundred-fifty-foot setback from all adjacent properties that are not part of the open space subdivision and from all preexisting Town, county and state roads.
7. Where a utility easement prevents building up to the proscribed setback, the new structure shall be located as close as possible to the street line.

§ 180-87. District Schedule of Use Regulations.

[Amended 10-1-2014 by L.L. No. 2-2014; 4-19-2017 by L.L. No. 2-2017; 12-28-2022 by L.L. No. 5-2022]

Town of Milton

District Schedule of Use Regulations

(Part 1)

	R1	R2	TC	MU	CMU ⁵	H1	H2	A
Residential uses								
1-family dwelling	P	P	X	P	X	P	P	X
1-family dwelling, accessory-residential	SP	SP	X	SP	X	SP	SP	X
2-family dwelling	SP	SP	X	P	X	SP	SP	X
Dwelling, accessory nonresidential	SP in all instances where the use of the principal building/structure is noted as P or SP in the specific district.							
Community residence	SP	SP	X	SP	X	SP	SP	X
Mobile home	X	X	X	X	X	X	X	X
Mobile home park expansion	X	SP	X	X	X	X	X	X
Multifamily dwelling	X	X	P ³	P	P ⁴	X	X	X
General uses								
Farm operation	SP	P	X	X	X	P	P	X
Airport	X	X	X	X	X	X	X	SP
Camp	X	SP	X	X	X	SP	SP	X
Cemetery	SP	SP	X	X	X	SP	SP	X
Cultural facilities	SP	SP	SP	SP	SP	SP	SP	X
Day-care center	X	SP	SP	SP	SP	SP	SP	X
Golf course	X	SP	X	X	X	SP	SP	X
Hospital	X	X	SP	SP	X	X	X	X
Membership club	SP	SP	SP	SP	SP	SP	SP	SP
Private school	SP	SP	SP	SP	SP	SP	SP	SP
Private airstrip	X	SP	X	X	X	X	X	SP
Public buildings	SP	SP	SP	SP	SP	SP	SP	SP
Public recreation areas	P	P	SP	P	X	P	P	X
Religious institution	SP	SP	SP	SP	SP	SP	SP	SP
Urgent care facility	X	X	X	X	P	X	X	X
Accessory uses								
Accessory retail	X	X	P	X	P	SP	SP	SP

	R1	R2	TC	MU	CMU⁵	H1	H2	A
Accessory dwelling	SP	SP	SP	SP	P	SP	SP	X
Accessory structure	P	P	P	P	P	P	P	P
Family group day care	SP	SP	X	SP	X	SP	SP	X
Family day care	P	P	X	P	X	P	P	X
Home occupation - Class 1	P	P	P	P	P	P	P	X
Home occupation - Class 2	SP	SP	X	SP	X	SP	SP	X
Private stables	SP	P	X	X	X	SP	SP	X
Roadside stand	SP	P	X	X	X	P	P	X
Business uses								
Bar	X	X	P	X	P	SP	SP	X
Bed-and-breakfast home	SP	P	SP	SP	X	P	P	X
Bed-and-breakfast establishment	SP	SP	SP	X	X	SP	SP	X
Building materials supply	X	X	X	X	P	X	X	X
Cannabis retailer	X	X	SP	X	SP	X	X	X
Commercial recreation	X	SP	SP	X	SP	X	X	X
Commercial stables	X	SP	X	X	X	SP	SP	X
Convenience store	X	X	SP	X	SP	SP	SP	X
Pet day care	X	X	X	X	SP	X	X	X
Drive-through	X	X	SP	X	SP	SP	SP	X
Fast food	X	X	SP	X	SP	X	X	X
Funeral home	X	X	SP	X	X	X	X	X
Gasoline or service station	X	X	SP	X	SP	X	X	X
General office	X	X	P	X	P	SP	SP	X
Hotel	X	X	P	X	SP	X	X	X
Kennel, commercial	X	SP	X	X	X	X	X	X
Nursery	X	SP	X	X	X	X	X	X
Personal service	X	X	P	X	P	P	P	X
Personal transportation service	X	X	SP	SP	X	X	X	SP
Restaurant	X	X	P	X	P	P	P	SP
Retail business	X	X	P	X	P	SP	SP	X
Self-service laundry	X	X	SP	X	SP	X	X	X
Sexually oriented business	X	X	SP	X	SP	X	X	X
Veterinarian clinic	X	SP	SP	SP	SP	SP	SP	X
Light industrial uses								
Auto sales and rental	X	X	X	X	SP	X	X	X

	R1	R2	TC	MU	CMU⁵	H1	H2	A
Commercial radio and television antennas	X	SP	X	X	X	X	X	SP
Contractor's yard	X	X	X	X	X	X	X	X
Forest and forest farming operations	P	P	X	X	X	X	X	P
Junkyard	X	X	X	X	X	X	X	X
Landfill operations	X	X	X	X	X	X	X	X
Light manufacturing	X	X	X	X	X	SP	SP	SP
Mining	X	SP	X	X	X	X	X	X
Motor vehicle junkyard	X	X	X	X	X	X	X	X
Public utility use	X	SP	X	SP	SP	X	X	X
Research laboratories	X	X	X	X	X	SP	SP	SP
Solar farms	X	SP	X	X	X	X	X	X
Storage business	X	X	X	X	X	SP	SP	SP
Telecommunication towers and satellite antennas	X	SP	X	SP	SP	SP	SP	SP
Wholesale business	X	X	X	X	X	X	X	X

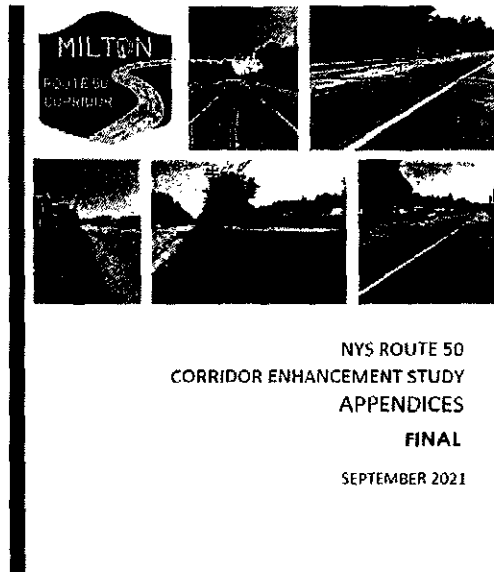
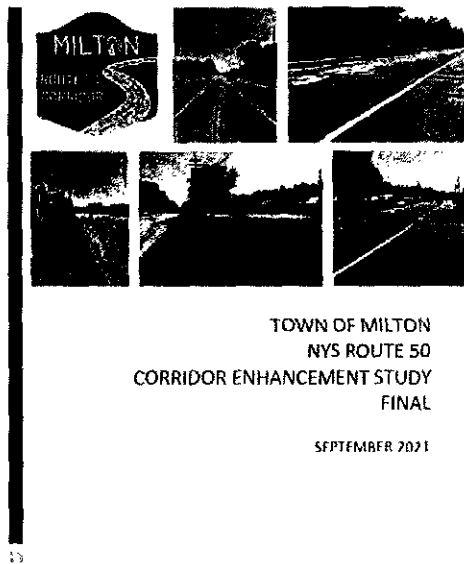
NOTES:

1. The entries in the above chart shall have the following meanings: P-permitted; SP-permitted by special permit only; X-prohibited.
2. All uses within a PD District established on a project-specific basis shall be permitted in accordance with Article IX of this chapter.
3. All buildings fronting Geyser Road and/or Rowland Street within the Town Center have apartments restricted to upper floors above mandatory first-floor commercial uses, except that apartments may at the discretion of the Planning Board be located on the first floor in the back and not facing the roadways.
4. All mixed-use buildings directly fronting Route 50 within the Corridor Mixed Use have residential restricted to upper floors above first-floor commercial uses, except that residential may at the discretion of the Planning Board be located on the first floor in the back and side of the building provided they are not directly facing Route 50. Residential uses shall be permitted on the first floor and upper levels of all buildings that are not directly facing Route 50 and/or setback more than 75' from Route 50.
5. To encourage mixed use within a site, a mix of 70% commercial uses and 30% residential uses should be encouraged. This goal can be adjusted at the discretion of the Planning Board.

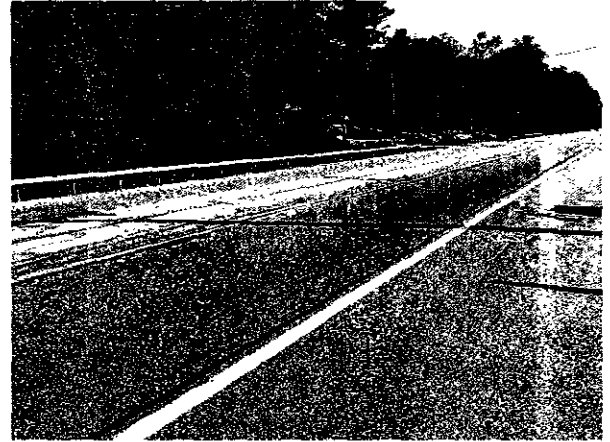
Town Of Milton

Comprehensive Plan Amendment

September 2022



- Town of Milton NYS Route 50 Corridor Enhancement Study
- NYS Route 50 Corridor Enhancement Study Appendices



TOWN OF MILTON
NYS ROUTE 50
CORRIDOR ENHANCEMENT STUDY
FINAL

SEPTEMBER 2021

ACKNOWLEDGMENTS

TOWN BOARD

Benny Zlotnick, Town Supervisor

John Frolish, Councilman

Barbara Kerr, Councilwoman

Frank Blaisdell, Councilman

Ryan Isachsen, Councilman

STUDY ADVISORY COMMITTEE

Benny Zlotnick, Town Supervisor

William Lewis, Building Inspector

JD Wood, Zoning Board

Kevin Harkins, Community member

CONSULTANT TEAM

M.J. Engineering and Land Surveying, P.C.



Engineering and
Land Surveying, P.C.

1533 Crescent Road - Clifton Park, NY 12065

Table of Contents

I. INTRODUCTION & BACKGROUND.....	5
STUDY AREA DESCRIPTION	6
WHY THIS STUDY?.....	6
STUDY ADVISORY COMMITTEE	7
PLANNING PROCESS	7
PUBLIC ENGAGEMENT	8
II. VISION STATEMENT.....	10
III. EXISTING CONDITIONS: LAND USE & ZONING	11
EXISTING STUDY AREA AESTHETICS AND DESIGN	11
LAND USE	12
ZONING	13
IV. EXISTING CONDITIONS: TRANSPORTATION & TRAFFIC	15
VEHICULAR.....	15
BICYCLE AND PEDESTRIAN	17
TRANSIT.....	17
V. RECOMMENDATIONS.....	18
LAND USE AND ZONING	18
TRANSPORTATION.....	21
CORRIDOR WIDE IMPROVEMENTS - PREFERRED CONCEPT.....	21
INTERSECTION OF NORTHLINE AND ROUTE 50- PREFERRED CONCEPT	26
COST ESTIMATES	29
VI. IMPLEMENTATION	30

TABLES

Table 1 – Land Use in Study Area

Table 2 – Zoning

Table 3 – District Schedule of Area and Park Regulations

Table 4 – Cost Estimates

FIGURES

Figure 1 – Study Area

Figure 2 – Journey Card

Figure 3 – Subject Matter

Figure 4 – Illustrative Master Plan for the Corridor

Figure 5 – Existing Land Use

Figure 6 – Cyclist on Roadway

Figure 7 – Cohesively Within Multi-Modal Study

Figure 8 – Left Curb Cuts and Right-of-Way Examples

Figure 9 – *Project* and *Project* Goals and Objectives

Figure 10 – Future Land Use

Figure 11 – Participants select location as the preferred (11/10/2020)

Figure 12 – Mixed Use Areas in Dutchess County

Figure 13 – Public Survey Response 05/02/20

Figure 14 – Public Meeting Poll responses 02/03/20

APPENDICES

Appendix A – Complete Streets Audit

Appendix B – Public Engagement Materials

Appendix C – Committee Meeting Information

Appendix D – Existing Conditions Mapping

MAPS

Map 1 – Study Area

Map 2 – Parks and Recreation

Map 3 – Property Ownership

Map 5 – Environmental Constraints

Map 6 – Existing Land Use

Map 7 – Existing Zoning

I. Introduction & Background

The Town of Milton, located in Saratoga County, initiated the New York State (NYS) Route 50 Corridor Enhancement Study. The purpose of the study is to explore opportunities to improve the corridor to better meet the needs of the community from a multi-modal, economic growth and placemaking perspective. The corridor was previously studied in 2005 as part of the *Route 50 Transition Area Strategic Plan*. This effort is intended to update the previous study and identify recommendations for implementation that reflect today's needs.

The Town has a population of 19,367¹ and the NYS Route 50 corridor is a key transportation route and commercial area. The study area extends from the Village of Ballston Spa to the City of Saratoga Springs and includes the intersection of Northline Road and NYS Route 50. The study examined existing land use, zoning, access management, complete streets, transportation, and intersection improvements for multiple modes including vehicles, transit, pedestrians, and bicyclists.

This corridor is a NYS Principal Arterial and serves as the main connection from the Village of Ballston Spa to City of Saratoga Springs. The road is owned and maintained by NYS Department of Transportation (NYSDOT). The route also shares the name Doubleday Avenue, named after Abner Doubleday. Doubleday, born in Ballston Spa, was a United States Army officer and Union major general in the American Civil War. For a period of time, it was believed that Doubleday invented baseball in 1839 in Cooperstown but that myth has been debunked.²



¹ American Community Survey, 2019 Estimates

² <https://baseballhall.org/about-the-hall>

Study Area Description

The study area consists of NYS Route 50, approximately 0.65-mile stretch within the Town of Milton. The study area begins at the Village of Ballston Spa municipal border and continues to the City of Saratoga Springs, just north of Northline Road. The study further examined the intersection at Northline Road and NYS Route 50. Figure 1 shows the study area and Map 1, attached, illustrates the broader area.

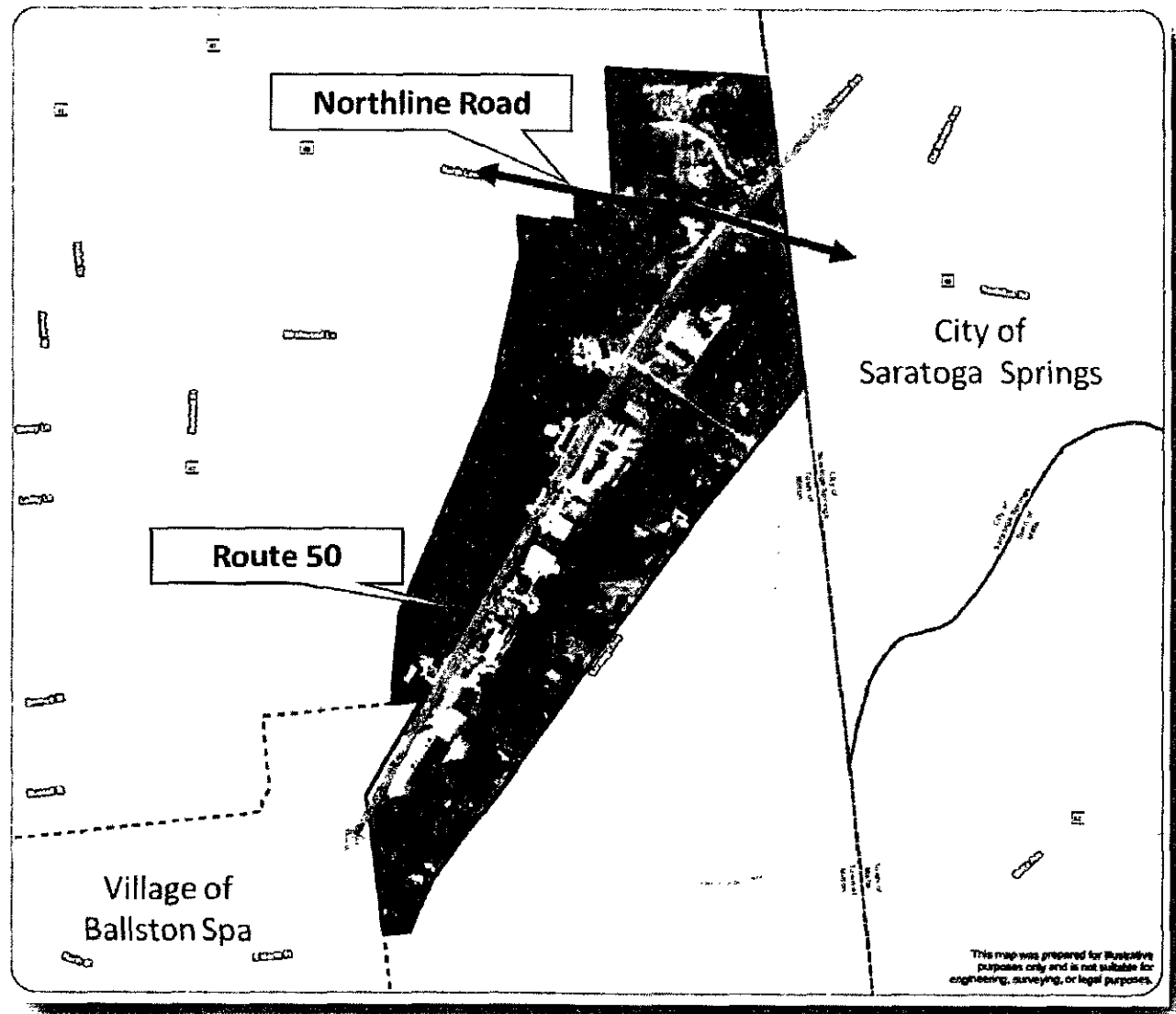


Figure 1. Study Area

Why This Study?

The NYS Route 50 corridor is an active commercial and transportation corridor connecting the Village of Ballston and the City of Saratoga Springs. This corridor and specifically the intersection of Northline Road and NYS Route 50, have experienced increased traffic in recent years leading the Town to initiate this study to explore potential enhancements for both transportation facilities and land use. Creating opportunities for a mix of uses, improved corridor aesthetics, as well as a more walkable and bikeable

environment could better accommodate and encourage growth within the corridor and surrounding area. A corridor enhancement study is the first step in a process to build consensus on what the community vision is for this corridor.

Study Advisory Committee

The NYS Route 50 Study was guided by a Study Advisory Committee. The Advisory Committee was appointed by the Town Board and was comprised of a small group of individuals that represented the needs of the corridor and community. The Study Advisory Committee members included the following members:

- Benny Zlotnick, Town Supervisor
- William Lewis, Building Inspector
- JD Wood, Zoning Board
- Kevin Harkins, Community member

The Study Advisory Committee held meetings at key milestones in the process, coordinating consultant tasks, reviewing draft materials, and considering recommendations, options, and alternatives for the corridor and intersection improvements. Committee Meeting #1 the kick-off was held August 7, 2020 and introduced the project aspects including, project overview and schedule, public engagement, intersection improvements, complete streets audit highlights, and an interactive visioning exercise. Committee Meeting #2 was held October 8, 2020 and focused on public survey highlights, existing conditions & future trends highlights, intersection alternatives at NYS Route 50 / Northline Road, and corridor-wide draft concept alternatives. Committee Meeting #3 was held February 24, 2020 and honed in on the preferred corridor concept as well as a discussion of future land uses. The last Committee Meeting (#4) was to mainly focus on next steps & implementation. The full meeting summaries are attached in Appendix C.

Planning Process

The planning process involved evaluating existing land use and transportation conditions using readily available information as well as the completion of a complete streets audit. A complete streets audit is a visual inspection of accessibility, connectivity, safety, and placemaking elements within a selected study area. Feedback from the Study Advisory Committee and key stakeholders as well as multiple opportunities for public input coupled with current land use mapping allowed for the evaluation of existing conditions.

A range of public engagement activities assisted to shape the future direction of the corridor and identify potential challenges and opportunities. From the existing conditions and public engagement, alternative transportation improvement concepts were created for both the corridor and the intersection of NYS Route 50 and Northline Road. Through coordination with stakeholders and the Study Advisory Committee, a preferred alternative was selected for the intersection improvements as well as corridor wide improvements.

Future land uses were also discussed and preferred future land uses are recommended within this study.

The planning process also evaluated the previous Route 50 Study to identify recommendations that continue to be relevant today.

Public Engagement

The consensus-driven effort included a series of public engagement opportunities to gather input from residents, business owners, property owners, and other stakeholders in the corridor.

The year 2020 brought countless challenges to the Town of Milton, the nation, and the world as a result of the COVID-19 pandemic. Despite these challenges the Town focused on a path forward to continue engaging community members and advance the study. Although public engagement efforts had initially intended to include in-person engagement at public meetings and stakeholder interviews, the focus of public engagement efforts for this process shifted to virtual and socially distanced formats to protect the health and safety of community members while continuing to make progress. The public engagement methods described below were intended to keep community members safe while soliciting public input.

Multiple virtual public engagement methods were utilized throughout the development of this study to provide a wide range of opportunity for the public to participate. The following is a list of public engagement opportunities that have occurred with a brief description of each.

Public engagement included:

- Public Workshops/ Meetings
- Corridor Survey
- Key Stakeholder Interviews
- Project Website

Public Workshops and Meetings

Public workshops or meetings provided an opportunity to actively engage with the public to learn more about challenges and opportunities from the perspective of community members. The information gathered from these events helped to inform the overall recommendations and preferred concepts of the corridor. Meetings included live polling as well as question and answer sessions to engage with the public and gather information and feedback. The following public workshops and meetings were held:

- Public Visioning Workshop #1 was held September 3, 2020 via Zoom webinar. This public kick-off to the effort introduced the project including, project overview and schedule, public engagement, complete streets audit highlights, and included an interactive visioning exercise.
- Public Meeting #2 was held December 9, 2020 via Zoom in conjunction with the regularly scheduled Town Board meeting. The meeting focused on public survey highlights, intersection alternatives at NYS Route 50 / Northline Road, corridor-wide draft concept alternatives, and existing conditions and future trends highlights.
- Public Meeting #3 was a part of the regularly scheduled in-person Town Board meeting that took place on June 9, 2021. The presentation introduced the preferred corridor and intersection concepts as well as a discussion of preferred future land uses.

A summary of input received from each workshop is available in Appendix C.

Corridor Enhancement Survey

The public engagement component also included an online survey that was designed to collect public input about needs and opportunities along the corridor. Online surveys provide a unique opportunity to reach a broad range of community members. For those that may not be able to make a public meeting or other events, an online survey can be a great way to collect public input about a variety of topic areas. The purpose of the online survey was to gather input from community members, business owners and other stakeholders about the study area. This information was used to help inform the overall Vision, Goals and recommendations for the town. A twenty-two (22) question survey was created using the Survey Monkey online platform. The survey opened on September 3, 2020 and remained open until October 2, 2020. There were 120 responses received.



Figure 2. Survey Publicity

The survey was available on the project website and advertised on social media and through press releases distributed prior to and during the survey period. Information and links to the survey were also distributed during the survey period on flyers (digital and hardcopy) and survey cards which included a Quick Response (QR) code for direct access to the survey on a smartphone or tablet.

A summary of the survey results is available in Appendix B.

Key Stakeholder Interviews

Key stakeholder interviews were conducted and serve as a crucial component to the development of this plan. The purpose of these meetings was to learn more about critical challenges and opportunities along the corridor. Key stakeholders include property owners, business owners, Town staff, regional partners, community leaders and more. Over the course of several months, the Consultant Team led by MJ Engineering (MJ), conducted several stakeholder meetings and spoke with several stakeholders. On October 14th MJ met with various local and regional partners. Representatives from City of Saratoga Springs, Saratoga County, and Capital District Transportation Committee attended the meeting. On October 22nd MJ met with several NYSDOT representatives and Emergency Services representatives. Throughout the month of December MJ spoke to key businesses and the Village of Ballston Spa Mayor. Throughout the meetings similar themes on the project came out. The groups liked the roundabout concept and liked the addition of a multiuse path to create connections. A summary of stakeholder input received is available in Appendix B.

Project Website

Members of the community were kept informed about the study via the dedicated project website. The project website, located at www.miltonroute50.com provided background information about the project, access to documents, maps and reports and provided information about public engagement events and engagement opportunities. The website was updated as the project moved forward to incorporate past meeting materials including recordings and presentations. The website included a comment field to allow people to comment on the project through the entire process.

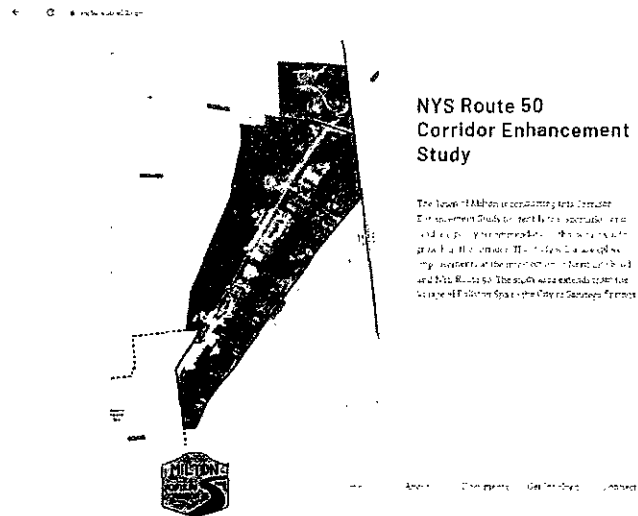


Figure 3. Project website

II. Corridor Vision and Planning Elements

The following vision and planning elements serve as a guide through the development of this study and will continue to guide the implementation of recommendations included within the study. The vision and planning elements are based largely on those outlined in the 2005 study but are updated to reflect today's needs and tomorrow's opportunities.

Vision

The NYS Route 50 Corridor is an important commercial and transportation corridor in the Town of Milton serving as a key connection between the Village Ballston Spa and City of Saratoga Springs with an identity unique to the Town of Milton.

The intersection of Northline Road and NYS Route 50 presents an opportunity for transportation improvements to promote improved vehicular traffic flow as well as bicycle and pedestrian safety while also serving as an important gateway for the Town.

Establishing non-motorized connections throughout the corridor and into adjacent communities can expand non-motorized mobility options and enhance a sense of place while also creating a more vibrant, active corridor.

Creating opportunities for new and infill mixed use development at a scale and context sensitive to existing businesses can enhance the corridor, generate additional local tax revenue and also support existing successful businesses.

Development of appropriately scaled buildings, attractive signage, landscaping, streetscape amenities and other design features can transform the overall experience within the corridor that is inviting to residents, businesses and visitors and encourages the community to stop with the corridor instead of simply traveling through.

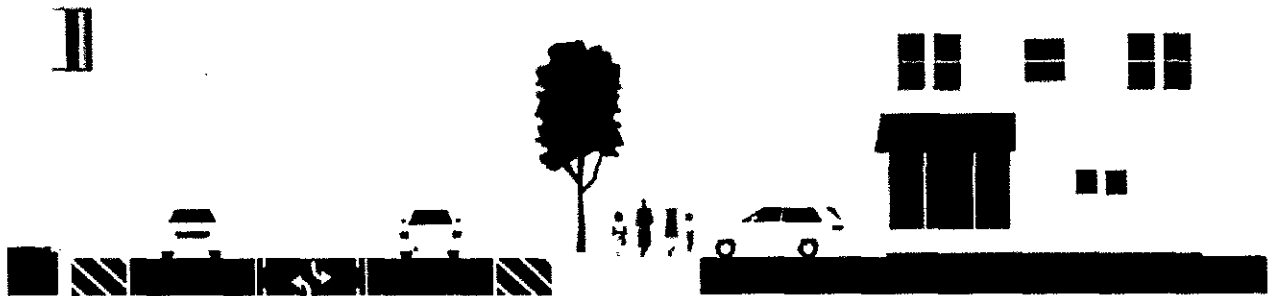


Figure 4. Illustrative vision for the corridor.

Planning Themes

The following planning themes are carried throughout the study and reflected in the study recommendations.

- Coordinate future growth (new, infill or redevelopment) through zoning, design guidelines and other regulations to realize a consistent land use pattern and achieve the vision.
- Promote and encourage opportunities for mixed use growth and flexibility for infill and redevelopment.
- Enhance the aesthetic of the NYS Route 50 corridor and establish a recognizable identity for the corridor.
- Ensure future growth and development occurs in a manner respectful of existing sensitive natural, cultural and environmental resources.
- Improve safety and accessibility of multiple travel modes throughout the corridor, including pedestrian, bicycle and transit.
- Continue to involve the public, business owners, property owners and other stakeholders in the implementation of study recommendations.

III. Existing Conditions: Land Use & Zoning

Existing Study Area Design & Development Pattern

The existing design along the corridor includes an inconsistent mix of building types, style, size, architecture and building placement. At the southern end, an auto-oriented commercial strip consists of over ten different businesses with a large parking lot in the front. Moving north the various restaurants, offices, and retail shops have different setbacks with varying curb cut widths that make navigating the

area difficult for any pedestrian and create potential conflict points for bicyclists. Furthermore, the curbs that exist along the corridor are often in poor condition.

The majority of businesses are located on the east side of the road until you move further north where a gas station pool supply store and auto repair shop are located on the west side with varying building design and setback and no pedestrian amenities. The inconsistent design creates a corridor that continues to prioritize vehicular travel over pedestrians.

At the north end on the east side tucked off Saratoga Avenue is a small multifamily complex that is not visible off Route 50 but sits parallel with the road. Saratoga Avenue is the East limit of the study area and is made up of mostly single family residential with access onto Route 50 at the north and south end of this study area. Appendix D includes Existing Conditions Mapping.

Land Use

Evaluating the existing land use along the corridor provides a snapshot of the general distribution, location and characteristics of land used. Map 6 attached illustrates the existing land use in the area. Not to get confused with zoning, land use describes what the land is currently being used for, while zoning describes parcel specific types of land uses that are allowed as established by local zoning laws. This study evaluated current land uses for further recommendations for future land uses, land use policies and land development guidelines that align with the community vision for this corridor.

The land use pattern is auto-oriented low-density commercial development along the entire Route 50 corridor. The corridor is limited in the available vacant land, the largest parcel along the corridor is on the West side of Route 50 and has a proposed housing development. The frontage along Route 50 is limited by the wetlands to the vacant lot so vehicular access would be located off Rowland Street. There are two plots of land that are currently for sale on the West side of Route 50, one at the northern end behind the flower shop and one at the Southern end that is around 2-acres with approximately 750 feet of Route 50 frontage. On the Eastern border of the study area there are a mix of High, Medium, and Low-density residential all with sole access from Saratoga Avenue.

As an important commercial corridor for the Town of Milton, the corridor was called out in The Town of Milton's 2001 Comprehensive Plan. Specifically, the land use element section focused on the corridor and stated the need for

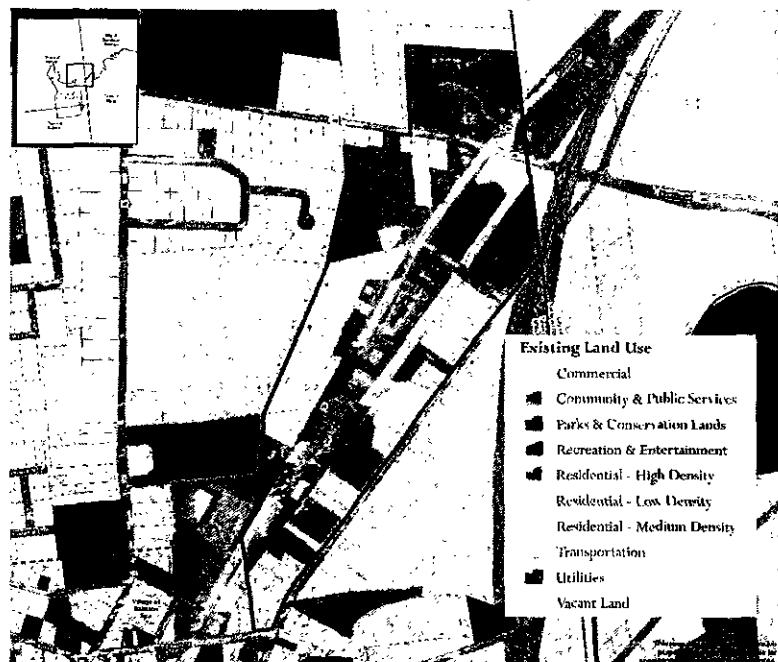


Figure 5. Existing Land Use

pedestrian friendly, mixed use, development along the corridor to bring together the village and surrounding residential areas.³

Table 1. Existing Land Use in Study Area

	Acres	Percentage
Commercial	36	39 %
Residential - Low Density	16.9	18 %
Vacant Land	15.5	17 %
Transportation	10.8	12 %
Residential - High Density	8.6	9 %
Residential - Medium Density	4.2	5 %
TOTAL	92.0	100 %

Source: Assessed property class codes listed in the Saratoga Tax Parcel Database. The actual land use of some parcels may differ from the assessed land use.

Zoning

Existing zoning in the area is made up of three 3 distinct districts, Commercial Transition District (CT), Residential District (R1) and a Stream Corridor Overlay District. The Table 2 identifies permitted uses and uses allowed with a special permit in the CT and R1 districts. The Commercial Transition District is immediately along NYS Route 50 and Residential District is along Saratoga Avenue. Map 7 illustrates the existing zoning in the area.

Table 2. Existing Zoning					
	R1			CT	
Residential uses			Business uses		
1-family dwelling	P	X	Bar	X	SP
1-family dwelling, accessory-residential	SP	X	Bed-and-breakfast home	SP	X
2-family dwelling	SP	X	Bed-and-breakfast establishment	SP	X
Dwelling, accessory-nonresidential	SP	SP	Building materials supply	X	P
Community residence	SP	X	Commercial recreation	X	SP
General uses			Convenience store	X	SP
Farm operation	SP	X	Drive-through	X	SP
Cemetery	SP	X	Fast food	X	SP
Cultural facilities	SP	X	Funeral home	SP	P
Day-care center	X	SP	Gasoline or service station	X	SP
Hospital	X	SP	General office	X	P
Membership club	SP	SP	Hotel	X	SP

³ Town of Milton 2001 Comprehensive Plan

Table 2. Existing Zoning

Private school	SP	SP	Kennel, commercial	X	SP
Public buildings	SP	SP	Personal service	X	P
Public recreation areas	P	X	Personal transportation service	X	SP
Religious institution	SP	SP	Restaurant	X	P
Accessory uses			Retail business	X	P
Accessory retail	X	P	Self-service laundry	X	SP
Accessory dwelling	SP	SP	Sexually oriented business	X	SP
Accessory structure	P	P	Veterinarian clinic	X	SP
Family group day care	SP	X	Veterinarian clinic	X	SP
Family day care	P	X	Veterinarian clinic	X	SP
Home occupation — Class 1	P	X	Light Industrial		
Home occupation — Class 2	SP	X	Forest and forest farming operations	P	X
Private stables	SP	X			
Roadside stand	SP	X			
Accessory retail	X	P			

*The entries in the above chart shall have the following meanings: P-permitted; SP-permitted by special permit only; X-prohibited.

Source: Town of Milton, NY Town Code § 180-30

As for Area and Bulk the R1 and TC regulations are listed below in Table 3. With the limited regulations the buildings along the corridor do not have a consistent design aesthetic. The inconsistent pattern of development has led to the corridor feeling fragmented throughout.

Table 3. District Schedule of Area and Bulk Regulations

	R1	TC
Maximum density (without sewer and water) dwelling unit per acre	1	1
Maximum density (with sewer and water) dwelling unit per acre	2	16 ¹
Minimum lot area ³ (acres)	0.5	X
Maximum structure coverage	20%	75%
Maximum impervious surface	50%	90%
Maximum structure height (feet)	35	50 ²
Minimum lot width (feet)	100	X
Minimum front yard ⁴	50	10
Maximum front yard	X	15 ³
Minimum side yard (feet)	20	X
Minimum rear yard (feet)	50	20

NOTES:

¹ Intended maximum density for apartment building. Actual density may be significantly less based on-site plan review process, including consideration of compatibility with residential abutments.

² No more than three stories shall be located within the maximum height.

³ Where a utility easement prevents building up to the proscribed setback, the new structure shall be located as close as possible to the street line.

Source: Town of Milton, NY Town Code § 180-30

Businesses found along the East side of Route 50 include (South to North): Carousel Village Plaza which is divided into approximately fifteen (15) different stores, Capital District Manufactured Housing Outlet, Plaza 2122 which is divided into three (3) different stores, followed by Fifty South Restaurant and Bar, Ballston Carpet & Tile, The Pampered Pooch & Pals, G&I Homes, and Ballston Spa Veterinary Clinic. Crossing an outlet of Saratoga Avenue, moving further north, a vacant commercial building exists with access from Saratoga Avenue with two (2) multifamily homes and a single-family unit behind the commercial building. At the southeast corner of Northline Road and Route 50 is the newly built Stewart Shops. The final property in the study area is the Adirondack Trust Company on the northeast corner of the Northline Route 50 intersection.

Businesses along the West side of Route 50 include (South to North): Spa City Motors a used car dealer and repair shop. Following Spa City Motors is approximately 780 feet of vacant street frontage that is for sale. Continuing north, a commercial space with 3 businesses including Anne Ryan Realty, Nancy's Alterations, and RS Tax Service, followed by Islander Pools & Spas, Sunoco Gas Station, Rich's Route 50 Service Center, a vacant lot for sale separating Briarwood Flower Shoppe. Lastly, there is a commercial building with space available followed by the old site of Stewarts on the southwest corner of Northline Route 50 intersection. The study area ends with Sunmark Credit Union on the northwest corner Northline Route 50 intersection.

Challenges And Opportunities

Challenges and opportunities were identified through aforementioned methods including the public workshops, interviews with stakeholders including New York State Department of Transportation (NYSDOT), committee/ consultant review and analysis of the corridor. Primary corridor issues relate to lack of pedestrian infrastructure, traffic, and aesthetics.

Regarding aesthetics and land use along the corridor there is not a consistent pattern. This makes for feeling of being disconnected from business to business and for a heavily auto oriented feeling throughout. Creating a consistent setback for the buildings and including pedestrian amenities can quickly improve the look, feel, and safety of the corridor.

New commercial growth within the corridor has been stagnate in recent years, which may be a result of limiting zoning regulations coupled with market conditions and a less than desirable corridor aesthetic.

IV. Existing Conditions: Transportation & Traffic

Complete Streets Audit

As part of the effort, a complete streets audit was conducted. Complete streets are designed to accommodate multiple users including drivers, pedestrians, cyclists, and transit riders. Complete street elements create vibrant, walkable communities, creating accessibility for community members to get to local shops and other activities. A visual inspection of accessibility, connectivity, safety, and placemaking elements was completed mid-morning on July 2, 2020 by MJ Engineering planners and transportation

engineers. Accessibility refers to the presence of pedestrian and bicyclist facilities, such as sidewalks, quality of road surface, bike lanes, access to transit, and accessing to neighboring destinations and activity centers. Connectivity refers to the presence of continuous sidewalks and bicycle routes, design consistency, and the ability to connect to nearby activity centers and transit. Safety was assessed by looking at traffic type, road and sidewalk widths, existence and location of crosswalks, driver behavior, lighting and the presence of curb cuts. Placemaking elements refer to elements that enhance the pedestrian experience and the overall street activity experience. Placemaking elements may include street trees, pedestrian-scale lighting, street furniture, adjacent land uses, and building orientation.

The audit that took place traveled from the south end of Carousel Village Plaza on New York State Route 50 moving north to Northline Road to gain an understanding of existing conditions within the corridor. An audit consists of a visual inspection of the project corridor. Information about existing complete street infrastructure was captured along with existing land uses and businesses. Photographs of the project area were captured and documented on audit forms. Appendix A includes the complete walking audit and accompanying forms.

From the complete streets audit, it is clear there are little to no complete street elements present throughout the study area. The only consistent element is the paved shoulders. Elements needing attention include bicycle facilities, sidewalks, landscaping, trash receptacles, benches, and consistent signage. With the wide shoulders there is space to walk or bike but as a pedestrian it does not feel welcoming. With the businesses mostly concentrated on the northbound side, the curb cuts vary greatly in width with no signage or lines painted to direct motorists where to pull in or out, making it difficult as a pedestrian to walk in front of the businesses. Furthermore, it is extremely difficult to cross the road as there are no crosswalks on the entire corridor.

Vehicular

NY Route 50 is owned and operated by the NYS Department of Transportation (NYSDOT). The roadway configuration is currently an undivided two-lane asphalt roadway with a two-way center turn lane throughout the project corridor. There are no pedestrian accommodations along the corridor, the south end, outside the study area in the Village of Ballston Spa a sidewalk exists on the west side of the road in front of the CVS Pharmacy commercial property. This corridor segment is a critical route connecting to the City of Saratoga to the Village of Ballston Spa within the Town of Milton and is a well-known traveled and pedestrian-rich location.

The existing roadway section consists of:

- Two (2) 11'-0" travel Lanes
- One (1) 12'-0" two-way turn Lane
- 14'-0" +/- NB Shoulder
- 12'-0" +/- SB Shoulder

Per the NYSDOT Highway Design Manual, the roadway is classified as an Urban Principal Arterial and is listed under the National Highway System which is required to meet all applicable federal requirements. Various traffic data associated this roadway includes the 2019 Estimate from the NYSDOT Traffic Data Viewer of the Average Annual Daily Traffic (AADT) of 13,141 vehicles per day. Of the vehicles traveling the corridor six (6) percent are trucks equaling approximately 455 trucks per day.

The intersection of Northline Road and NYS Route 50 is well known to exhibit long delays along Northline Road in both directions. Vehicular delay is typically measured by Level of Service (LOS). LOS is the term used to describe the operating conditions of a roadway. LOS A generally represents free-flowing traffic while a LOS F represents the roadway is at or near capacity. The Northline Road corridor segment is a heavily utilized commuter route, and the poor LOS typically occurs in the morning (7:00 am and 8:00 am) and evening peak (4:30 pm to 5:30 pm) hours.

Bicycle And Pedestrian

There are very limited bike and pedestrian elements present throughout the study area. The only consistent element is the paved shoulders. Elements needing attention include bicycle facilities, sidewalks, landscaping, trash receptacles, benches, and consistent signage. The corridor is auto-centric and while there are the wide shoulders to walk or bike, it does not feel welcoming or safe given the speed of vehicles traveling the corridor. The NY Route 50 corridor is also a signed bicycle route and bicyclists utilize the wide south bound shoulder along the route.

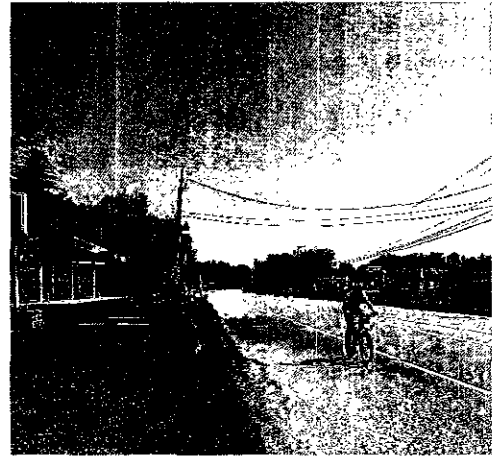


Figure 6. Cyclist on NYS Route 50

Transit

The Capital District Transportation Authority (CDTA) has two stops on the corridor at the north end of Carousel Village Plaza, directly in front of Spa City Motors. Route 450 Schenectady-Wilton Mall via Route 50 is a neighborhood route and saw 269,101 total rides in FY 2017-2018. This was a 3% decrease in the one-year trend.⁴ The stops do not have a bench, landing pad or bus shelter, simply a sign marking the location of the stop as shown in Figure 3. Enhancing the transit stop amenities as well as the connections to the stops may encourage greater ridership and enhanced access to businesses within the corridor for those without access to a vehicle.



Figure 7 Schenectady-Wilton Mall, Milton Stop

⁴ [https://www.cdta.org/Route Performance FY 2017-2018](https://www.cdta.org/Route%20Performance%20FY%202017-2018)

Challenges And Opportunities

A lack of accessibility and safe connections for pedestrians and bicyclists within the corridor has been a concern for some time. Although the existing shoulders are wide enough to accommodate pedestrian and bicycle use, there are no other dedicated accommodations for pedestrians and bicyclists, including crosswalks to safely cross the corridor. Right-of-way boundaries along the corridor may be impacted as well as multiple utilities along the corridor. In some cases, the curb cuts are not defined, creating areas of pavement not easily crossable by pedestrians and creating confusion for motorists on where parking ends and the roadway begins. At the intersection of Northline Road and NY Route 50, there are currently no pedestrian accommodations.

Vehicular challenges are primarily focused at the Northline Road and NYS Route 50 intersection. Opportunities for this intersection would include examining approaches to improve traffic flow while also creating a safer, more convenient bicycle and pedestrian experience.



Figure 8. Curb cuts Along the Corridor

V. Recommendations

The following recommendations are categorized Land Use and Zoning and Transportation. Transportation is further categorized into Corridor Wide Improvements - Preferred Concept and Intersection of Northline and Route 50- Preferred Concept. Within each category there is a brief overview followed by the recommendations.

Land Use and Zoning

The zoning and land use in any area has a direct impact on the built environment. Identifying future land uses and establishing zoning regulations to foster a mixed use, walkable corridor while promoting safe passage for all modes is critical. Key principles related to land use and zoning recommendations include accommodations for multiple travel modes (complete streets) including vehicle, transit, pedestrian, and bicycle travel; support of existing business; placemaking; and sustainable growth through infill and new development opportunities.

Placemaking is forming public spaces that strengthen the connections between people and these places. Placemaking can be used to improve all the spaces that comprise the gathering places within a community from its streets, sidewalks, parks, to the buildings so they invite better interaction between people and foster healthier, more social, and economically viable communities.

Corridor wide, future land uses should include a greater mix of retail or commercial uses on the first floor with residential or office uses on upper floors to allow for more flexibility of uses and create diversity in land uses. Providing housing or office options on upper floors can support commercial activity and create a more vibrant corridor. Future land uses should also support a more inviting and attractive atmosphere for existing and future businesses as well as for multiple travel modes.

Would you support mixed-use development along the corridor?

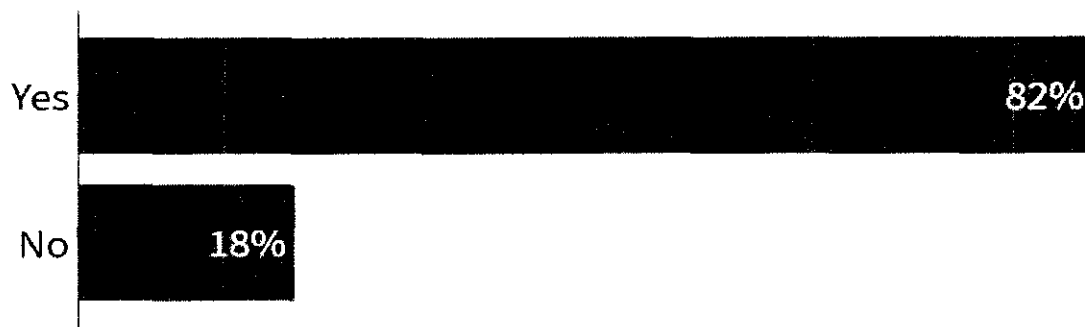


Figure 9. December 9, 2020 Public Meeting Poll Response

The study area has been divided into five key areas for the purposes of this study as outlined below and shown in Figure 8.

- **Gateway Node:** The gateway node is the northern most section of the corridor at the City of Saratoga Springs and Town of Milton municipal boundary. There is an opportunity to create a sense of arrival and sense of place that signifies one has arrived in the Town of Milton. The proposed intersection improvements at Northline Road and NYS Route 50 can serve as that physical gateway.
- **Northern Commercial Mixed-use Area:** This area extends on both sides of the roadway from the City of Saratoga Springs boundary south to Saratoga Avenue. This area is intended to include both residential as well as retail, commercial or office space with pedestrian access. A key aspect of this area is to include opportunities for bicycle and pedestrian connections and accessibility to adjacent areas, including existing and future conserved lands, nature preserves and trails within Saratoga Springs and the Town, such as Woods Hollow Nature Preserve and the future Zim Smith Trail connection.
- **High Density Residential Area:** The purpose of this area is continue existing higher density residential and create opportunities for increase residential off the corridor with easy pedestrian access to commercial areas. This area may include possible single-family and two-family dwellings, apartments, or multi-unit dwellings.
- **Southern Commercial Mixed-use Area:** This area extends from Saratoga Avenue south to the Village of Ballston Spa boundary and includes a similar mix of land uses as the Northern Commercial including residential and commercial. Environmental constraints exist within this

area, particularly in western portions of the corridor. As future development occurs, careful consideration of these environmental features will be necessary. Design guidelines will be important for the entire corridor and specifically for this area to establish a cohesive look and feel. Additionally, there should be consistency with the development pattern and design found in the northern portion of the Village within the corridor.

- **Low Density Residential:** This area represents the area along Saratoga Avenue in the eastern portion of the corridor. This area is primarily single family homes and that is intended to continue with the introduction of pedestrian connections as opportunities become available.

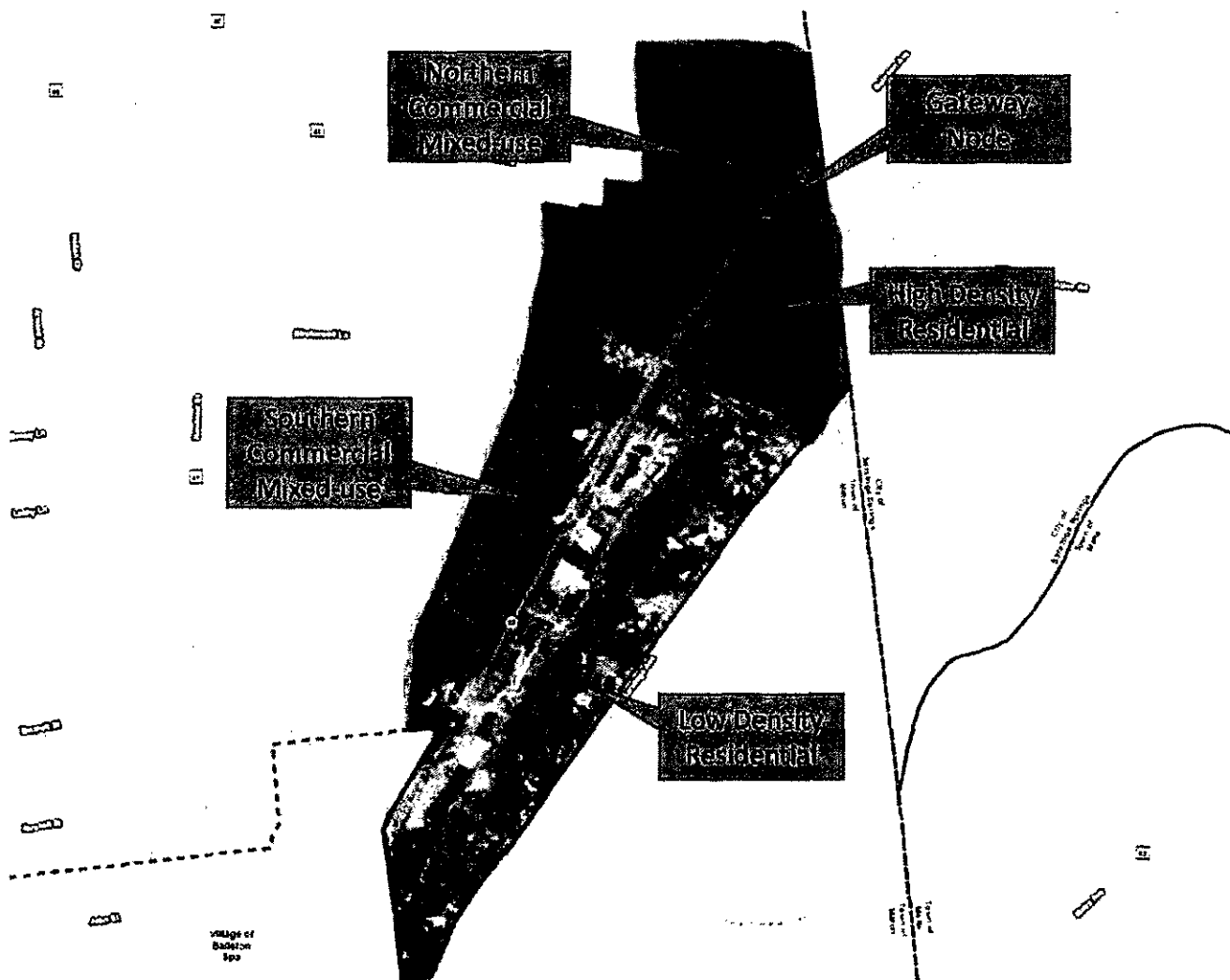


Figure 10. Future Land Use

Recommendations

LZ 1. Revise current zoning within the corridor to reflect the areas described above and allow for a greater mix of uses that are more compatible with the scale of a walkable corridor including mixed use buildings that require small scale retail or commercial activity on the first floor and allow for residential on upper floors. Building heights should be limited to 2 or 3 stories to maintain the scale of existing development within the corridor. Development within the corridor should be viewed as supportive to the Village of Ballston Spa core and should not directly compete. The intent is to modify existing base zoning regulations to allow for more flexible and creative infill development and eliminate the need for other land use regulatory tools to implement the corridor vision, such as a Planned Development District approach.

LZ 2. Create design guidelines to establish a more uniform corridor look, feel and enhanced function. Design guidelines are a set of recommendations providing guidance to designers, developers and land use boards on how to achieve a desired look and feel for a defined area of the community. Design guidelines should be user friendly, and graphic based to convey complex design principles. The design guidelines should address site design as well as building design. At a minimum, site design elements should include building placement closer to the street, landscaping, parking to the rear to side of buildings, lighting, and pedestrian, bicycle and transit amenities. Design guidelines can assist to establish a unique, inviting and identifiable character within the corridor.

LZ 3. Evaluate and update current zoning to include greater flexibility with building placement by adjusting setback requirements to allow buildings to be placed closer to the street which supports a more inviting pedestrian and walkable corridor.

LZ 4. Consider future bicycle and pedestrian connections within and adjacent to the corridor as development occurs.

LZ 5. The eastern section of the study area should remain low-density residential due to the limited access to public infrastructure and presence of environmental constraints.

LZ 6. Any future development, particularly within portions of the middle and western side of the corridor should take into consideration environmental constraints.

Transportation

Through the planning process, a preferred concept was selected for corridor-wide improvements and intersection improvements. These recommendations focus on the specific actions that the town and others can take to reach the vision for the Route 50 corridor.

Corridor Wide Improvements - Preferred Concept

The preferred corridor wide concept (shown below) includes the following main elements

- New curbs on both sides
- Multi-use path on east side 10 ft wide
- Minimal sidewalk on west side
- Reduce shoulder width to min standard

- Flush median (two-way turn lane) and raised median
- Shifted roadway alignment

The preferred concept was identified through aforementioned processes and the committee and participating community members agreed on included elements. Figure 9 illustrates the responses received at the December 9, 2020 public meeting. Additional elements include flashing beacons, advance pedestrian signage, and pedestrian scale lighting to meet applicable ADA and NYSDOT standards would make the pedestrian environment along the corridor safer. The preferred concept would seamlessly connect at the southern end to the existing Village sidewalk and at the northern end to the preferred intersection.

Which corridor option do you prefer?

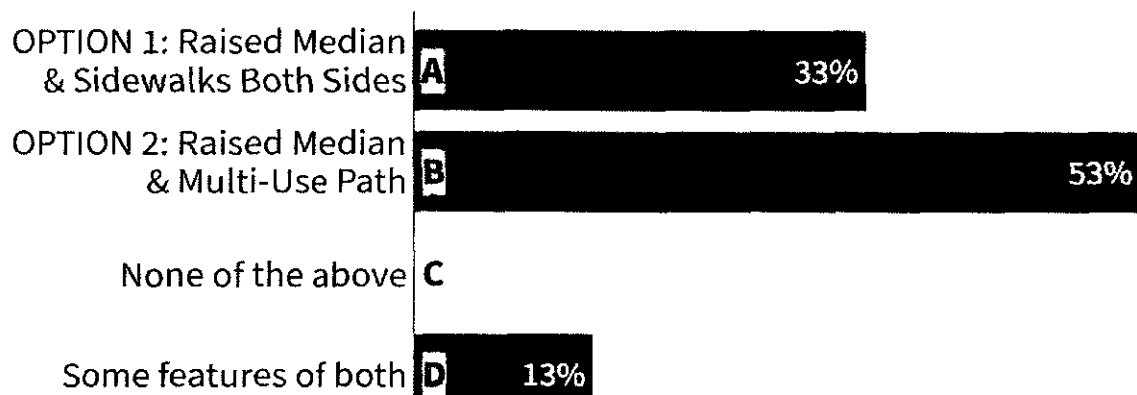


Figure 11. Participants selected option 2 as the preferred concept as indicated in the poll response on December 9, 2020.

Recommendations

CW 1. Identify funding opportunities to design and construction corridor-wide improvements, including approaches to fund a phased implementation approach.

CW 2. Design and Construct Corridor-wide improvements including:

- Installing flashing beacons and advance pedestrian signage to meet applicable ADA and NYSDOT standards would make the pedestrian environment along the corridor safer.
- Enhance and provide roadway striping to assist in delineating the roadway features.
- Install pedestrian lighting along the corridor.
- Reduce the existing over-wide shoulders to meet minimum NYSDOT standard widths to allow for additional room to install pedestrian sidewalks and amenities along the corridor.
- Install curb along both sides of the roadway to facilitate traffic calming measures.
- Install a closed drainage system along the new curb lines to capture sheet flow runoff.
- Install raised medians in certain areas in the two-way turn lane along the corridor to allow for traffic calming measures while maintaining vehicular ingress/egress access to the businesses and properties along the corridor.
- Install a multi-use path (10'-0" in width) adjacent to the NB travel lane and a sidewalk (5'-0" in width) adjacent to the SB travel lane.
- Mill the existing top course asphalt wearing surface and place new top course asphalt to

provide adequate pavement wearing course treatment through the corridor. As a result, this will reduce overall construction costs compared to full-depth pavement reconstruction.

- Lighting improvements throughout the corridor.
- With the above measures installed, consider applying for and implementing a reduced speed limit of 30 mph from the Village of Ballston Spa to the Northline Road intersection to reinforce the traffic calming measures. A speed limit of 30 mph already exists through the Village of Ballston Spa.

CW 3. Consider access management requirements to reduce the number of curb cuts throughout the corridor. This could include shared parking, shared driveways or rear access connections.

CW 4. Continue partnerships with NYSDOT and Saratoga County to support implementation of corridor-wide recommendations.

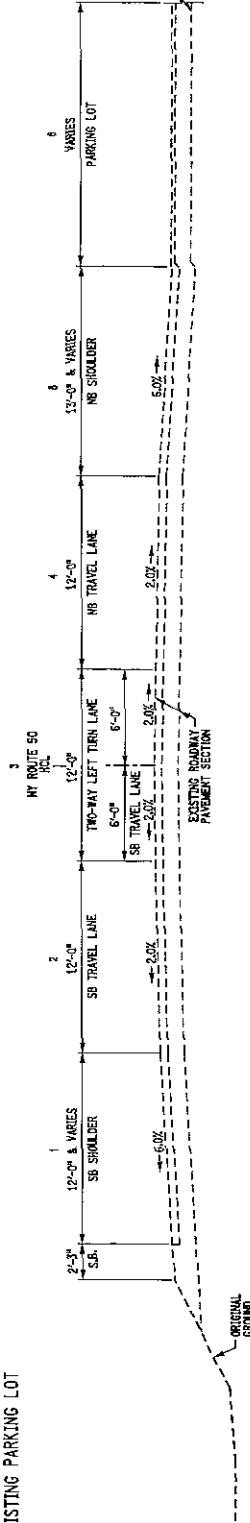
CW 5. Work with property owners and business owners through the design process to minimize impacts.



Figure 12. Walkable, mixed-use examples in Saratoga County.

EXISTING ELEMENTS

1. EXISTING SHOULDER
2. EXISTING SB TRAVEL LANE
3. EXISTING FLUSH MEDIAN TWO-WAY TURN LANE
4. EXISTING NB TRAVEL LANE
5. EXISTING SHOULDER
6. EXISTING PARKING LOT



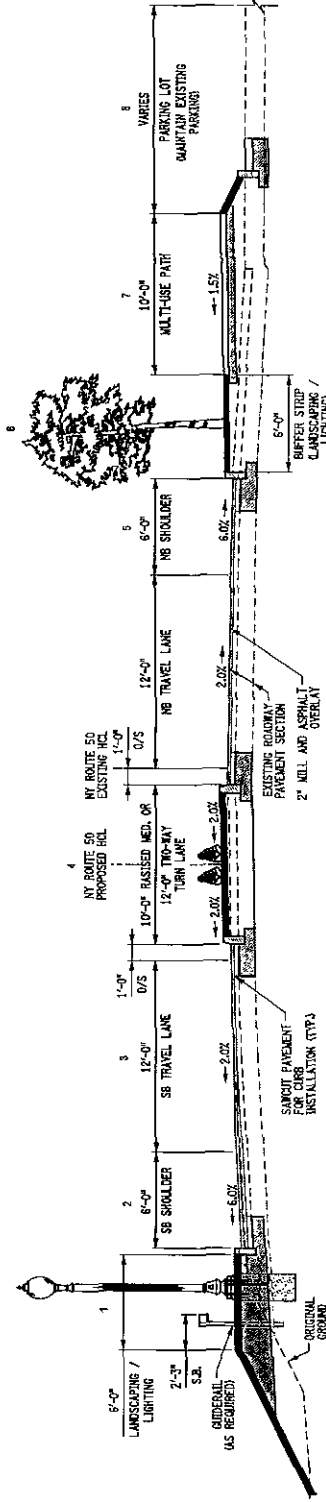
EXISTING SECTION

NY ROUTE 50 TYPICAL SECTION

LOOKING UPSTATION
NOT TO SCALE

PROPOSED ELEMENTS

1. PROPOSED LANDSCAPE/LIGHTING PROPOSED BUFFER STRIP
2. PROPOSED SB SHOULDER
3. PROPOSED SB TRAVEL LANE
4. PROPOSED RAISED MEDIAN OR TWO WAY TURN LANE
5. PROPOSED NB TRAVEL LANE
6. PROPOSED NB SHOULDER
7. PROPOSED LANDSCAPE/LIGHTING BUFFER STRIP
8. PROPOSED MULTI-USE PATH
9. PROPOSED MODIFICATION TO PARKING LOT (MAINTAIN EXISTING PARKING)



PROPOSED SECTION

NY ROUTE 50 TYPICAL SECTION

LOOKING UPSTATION
NOT TO SCALE

NEW CURB ON BOTH SIDES
MULTI-USE PATH ON EAST SIDE
NO SIDEWALK ON WEST SIDE
REDUCE SHOULDER WIDTH TO MINIMUM DESIGN STANDARD
FLUSH (TWO-WAY TURN LANE) OR RAISED MEDIAN
ON SHIFTED ALIGNMENT

CONCEPT ONLY

NOT FOR CONSTRUCTION



Engineering and
Land Surveying, P.C.
1533 Chaucer Road - Clifton Park, NY 12065





Intersection Of Northline and Route 50- Preferred Concept

NY Route 50 (Doubleday Avenue) at the intersection of Northline Road is owned and operated by the NYS Department of Transportation (NYSDOT). Northline Road (CR 45) is a county road owned and operated by Saratoga County. The intersection is currently controlled by a traffic signal which is owned, maintained, and operated by the NYSDOT. There are currently no pedestrian accommodations at this intersection. This intersection is well known to exhibit long delays along Northline Road in both directions. The roundabout alternative was evaluated first as New York State Department of Transportation (NYSDOT) policy provides that intersection improvements must first demonstrate a roundabout does not work. A 1-lane roundabout was examined first to determine functionality. This option does fit within the right-of-way with minimal impact to surrounding property but, the roundabout does not satisfy Level of Service (LOS). The 2-Lane Roundabout concept was evaluated next. The 2-lane would require additional land area and there would be an impact on adjacent properties. Looking into the future the roundabout is much safer from all modes and the roundabout could handle more traffic growth over the next 20 years.

Q9 Would you support intersection improvements at Northline Road and Route 50 such as additional turn lanes or a roundabout?

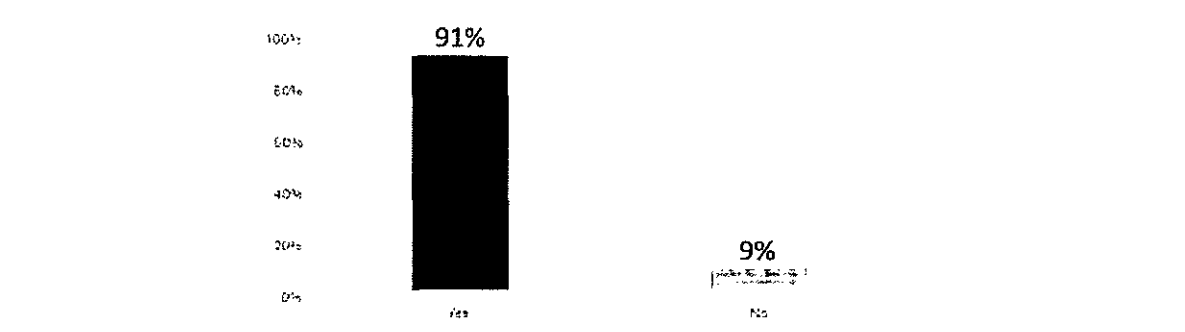


Figure 13. Public Survey Response, October 2020

Committee, public and stakeholders agreed that the roundabout is the preferred concept. The roundabout would be incorporated seamlessly to the corridor wide concept plan to include pedestrian

Which intersection option do you prefer?

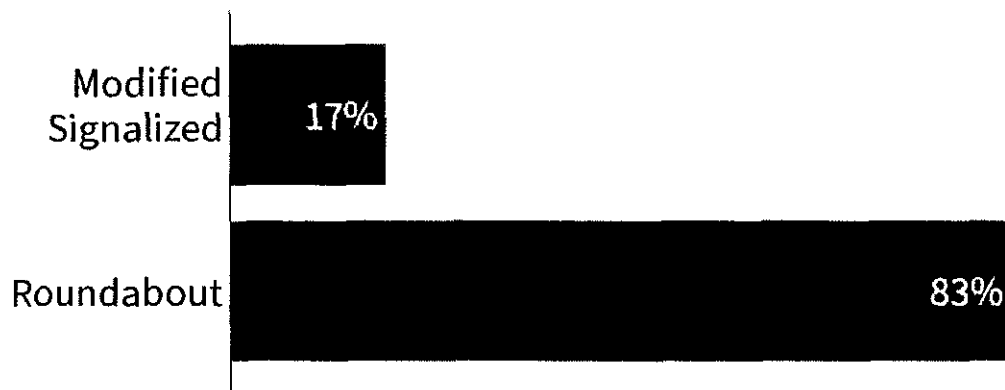
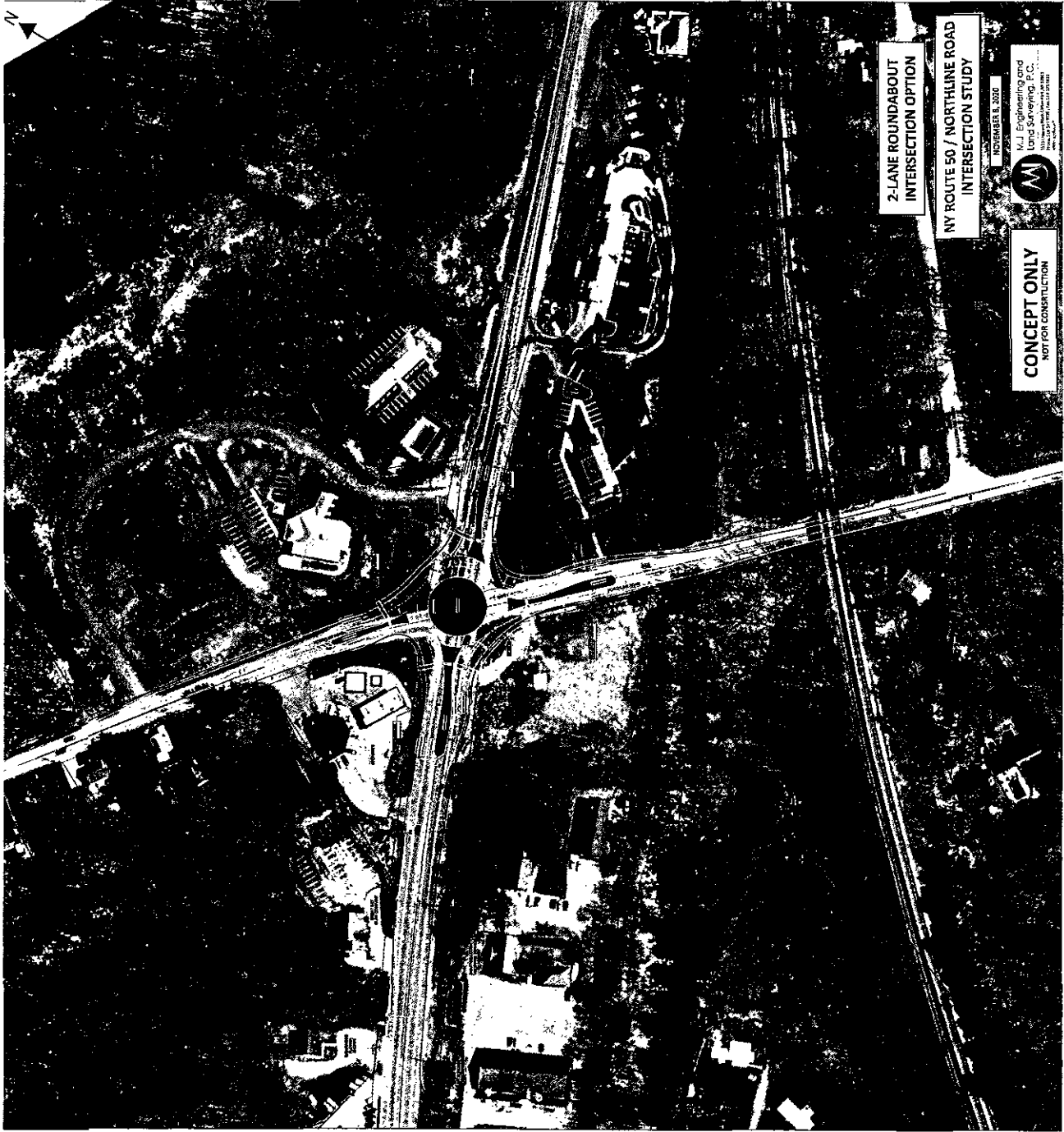


Figure 14. Public Meeting Poll Response from December 9, 2020 meeting.

amenities. Furthermore, as the area see more growth in connections there is a possibility to connect the existing Zim Smith trail to the corridor and the Woods Hollow Nature Preserve just north of the study area. The preferred concept is illustrated below.

Recommendations

- I 1. Identify funding opportunities to design and construction of proposed intersection improvements, including approaches to fund a phased implementation approach.
- I 2. Design and Construct intersection improvements including:
 - o Install a two-lane roundabout intersection and remove the existing traffic signal to increase level of service, safety and to allow for traffic calming measures at the intersection.
 - o Implement ADA compliant sidewalks and cross walks at each leg of the intersection.
 - o Provide ADA compliant crosswalks where warranted.
 - o Install flashing beacons and advance pedestrian signage to meet applicable ADA and NYSDOT standards.
 - o Enhance and provide roadway striping to assist in defining the roadway features.
 - o Reduce the existing shoulders to meet minimum NYSDOT standard widths to allow for additional room to install pedestrian sidewalks and amenities along the corridor.
 - o Install curb at the intersection to facilitate traffic calming measures.
 - o Install landscaping architecture features at the intersection this could create a gateway coming from the north into town (i.e., color and imprinted raised median surfaces, trees, bushes, etc.).
 - o With the above measures installed, consider applying for and implementing a reduced speed limit of 30 mph thru the intersection and transition to the 45-mph existing speed limit on both NY Route 50 and on Northline Road to reinforce the traffic calming measures. A speed limit of 45 mph already exists on NY Route 50 and Northline Road.
- I 3. Continue partnerships with NYSDOT and Saratoga County to support implementation of intersection improvements.
- I 4. Work with property owners and business owners through the design process to minimize impacts.



2-LANE ROUNDABOUT
INTERSECTION OPTION

NY ROUTE 50 / NORTHLINE ROAD
INTERSECTION STUDY

NOVEMBER 8, 2020

M.J. Engineering and
Land Surveying, P.C.



CONCEPT ONLY
NOT FOR CONSTRUCTION

Cost Estimates

The construction phasing and cost will be determined based on the amount of funding that is obtained. The ideal scenario would be to construct the entire corridor, including the intersection, as one project. This will save on mobilization and other costs that are included in each construction project. If funding is limited, the corridor could be constructed in phases by splitting the project into segments and the intersection can also be progressed separately if needed.

The estimates below have been prepared in today's dollars and are for the preferred corridor concept and preferred intersection. Both include the costs for excavation, construction of new roadway & sidewalks, curb, milling, paving, striping, landscaping, and lighting. A conservative 30% contingency is added to account to features not included.

Concept Cost Estimate Summary

TYPE OF WORK AND DESCRIPTION	Cost Summary	
	NY 50 Corridor	Roundabout
CURB, SIDEWALK AND ROADWAY ELEMENTS Excavation, Construct New Roadway/Sidewalks, Curb, Milling, Paving, Striping, etc....	\$ 1,430,000	\$ 1,047,000
LANDSCAPING Place topsoil, turf establishment	\$ 41,000	\$ 30,000
GENERAL Traffic control, construction stakeout, contractor mobilization	\$ 390,000	\$ 575,000
ADDITIONAL CONTINGENCIES Drainage and Utilities	\$ 465,000	\$ 661,000
SUBTOTAL:	\$ 2,326,000	\$ 2,313,000
Contingency (30%):	\$ 697,800	\$ 693,900
Design:	\$ 150,000	\$ 180,000
Construction Inspection:	\$ 250,000	\$ 250,000
TOTAL (FY 2021):	\$3,424,000	\$ 3,437,000

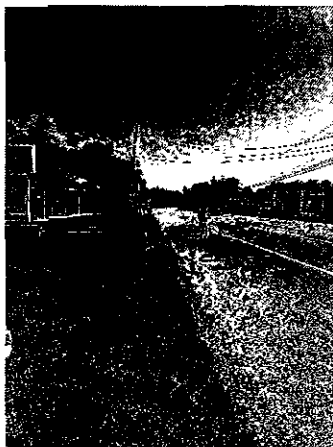
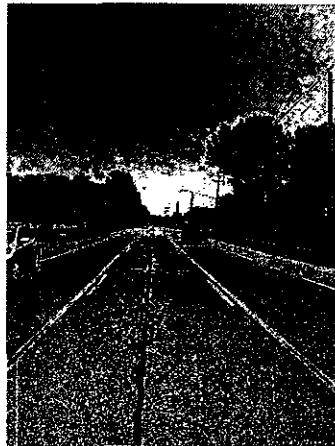
VI. Implementation

Following adoption of this study update the first step in the implementation process is to evaluate the zoning along the corridor and update the zoning to be consistent with the vision the town has. This plan is the result of considerable effort on the part of the Town of Milton, Advisory Committee, and Town staff. An active implementation process will be necessary for the plan to have a lasting impact. Working with a range of implementation partners, the community can accomplish the recommended actions and continue striving toward its vision of the corridor.

Coordination with multiple entities and agencies will be required for implementation of these recommendations. These include:

- NYSDOT
- Saratoga County
- Village of Ballston Spa
- Property owners
- Business Owners
- NYS Department of Environmental Conservation (NYSDEC)
- United States Army Corps of Engineers (USACE) [potential]
- United States Fish and Wildlife Service
- Various Utility Owners

It will be critical to identify funding opportunities to assist in the implementation of these improvements. Due to the cost of the project, the Town and partners may consider a phased approach. As funding becomes available the Town can work with its partners to implement improvements. For example, as part of planning board review process, future development or easements can be sited/established to accommodate the multi-use path or other amenities.



NYS ROUTE 50
CORRIDOR ENHANCEMENT STUDY
APPENDICES
FINAL

SEPTEMBER 2021



APPENDICES

APPENDIX A - Complete Streets Audit

APPENDIX B - Public Engagement Materials

APPENDIX C - Committee Meeting Information

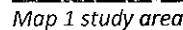
APPENDIX D - Existing Conditions Mapping



APPENDIX A

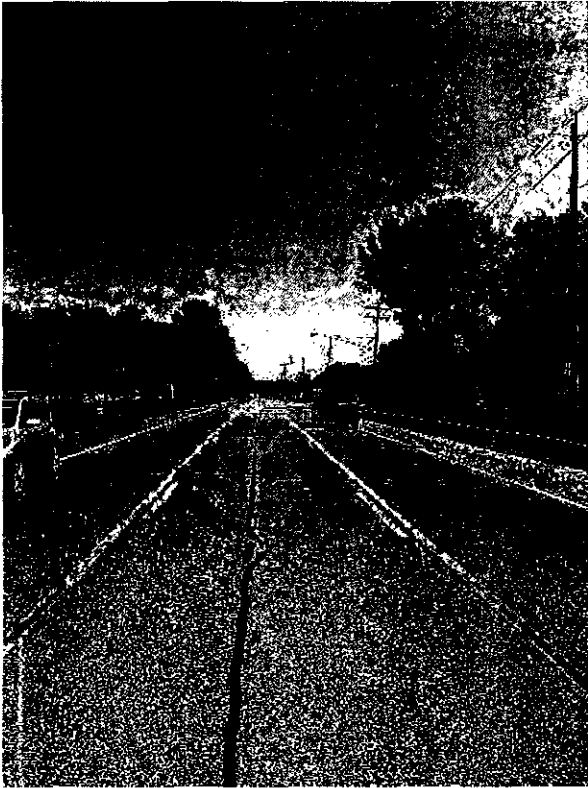
Complete Streets Audit

The Town of Milton is exploring the option of intersection improvements at the intersection of Northline Road and New York State Route 50 and New York State Route 50 corridor study, extending from the Village of Ballston Spa to the south to the City of Saratoga Springs to the north. The corridor study will generally cover parcels along Route 50, but may also extend outward, both east and west of the corridor. (Map 1) The corridor study will examine, existing land use, existing and potential zoning changes, access management, transportation improvements for modes including vehicle, pedestrian, and bicyclist. This corridor was previously studied in 2005 as part of the Route 50 Transition Area Strategic Plan. Many of the recommendations provided in this study were not implemented. This document will be reviewed as part of this corridor study. There is a desire to advance intersection improvements at Northline Road and New York State Route 50 to address a reduced level of service and to compliment potential land use changes within the corridor. Developing conceptual plans for intersection improvements will set the stage for future funding for construction. The Town is seeking to identify transportation and land use policy recommendations that would compliment growth in the corridor, whether it be commercial or a mixed use that includes residential.



As part of the effort, a complete streets audit was conducted. Complete streets are designed to accommodate multiple users including drivers, pedestrians, cyclists, and transit riders. Complete street elements create vibrant, walkable communities, creating accessibility for community members to get to local shops and other activities. A visual inspection of accessibility, connectivity, safety, and placemaking elements was completed mid-morning on July 2, 2020 by MJ Engineering planners and transportation engineers. Accessibility refers to the presence of pedestrian and bicyclist facilities, such as sidewalks, quality of road surface, bike lanes, access to transit, and accessing to neighboring destinations and activity centers. Connectivity refers to the presence of continuous sidewalks and bicycle routes, design consistency, and the ability to connect to nearby activity centers and transit. Safety assessed by looking at traffic type, road and sidewalk widths, existence and location of crosswalks, driver behavior, lighting and the presence of curb cuts. Placemaking elements refer to elements that enhance the pedestrian experience and the overall street activity experience. Placemaking elements may include street trees, pedestrian-scale lighting, street furniture, adjacent land uses, and building orientation.

The audit that took place mid-morning on July 2, 2020 in the Town of Milton traveled from the south end of Carousel Village Plaza on New York State Route 50 moving north to Northline Road to gain an understanding of existing conditions within the corridor. An audit consists of a visual inspection of the project corridor. Information about existing complete street infrastructure was captured along with existing land uses and businesses. Photographs of the project area were captured and documented on audit forms. Appendix A includes all the complete walking audit forms.



On NY Route 50, south of Carousel Village Plaza, looking north



On the corner of NY Route 50 and Northline Rd., looking south

Existing Land Uses and Businesses

Land uses along the corridor differ in scale and use throughout. To make the study area easier to follow it will be broken into two (2) segments, northbound on the east side and northbound on the west side of Route 50. Businesses found along the east side of route 50 include: Carousel Village Plaza which is divided into approximately fifteen (15) different stores, Capital District Manufactured Housing Outlet, Plaza 2122 which is divided into three (3) different stores, followed by Fifty South Restaurant and Bar, Ballston Carpet & Tile, The Pampered Pooch & Pals, G&I Homes, and Ballston Spa Veterinary Clinic. Crossing an outlet of Saratoga Avenue moving further north a vacant commercial building exists with access from Saratoga Avenue with two (2) multi family homes and a single-family unit behind the commercial building. At the southeast corner of Northline Road and Route 50 is the future site of Stewart Shops. The final property in the study area is the Adirondack Trust Company on the northeast corner of the Northline Route 50 intersection.

The second segment in the study area is the west side of Route 50 progressing north. Starting at the south end and continuing north the first business on the west side is Spa City Motors a used car dealer and repair shop. Following Spa City Motors is approximately 780 feet of vacant street frontage that is for sale. Continuing north a commercial space with 3 businesses including Anne Ryan Realty, Nancy's Alterations, and RS Tax Service, followed by Islander Pools & Spas, Sunoco Gas Station, Rich's Route 50 Service Center, a vacant lot for sale separating Briarwood Flower Shoppe. Lastly, there is a commercial building with space available followed by the current site of Stewarts on the south west corner of Northline Route 50 intersection. The study area ends with Sunmark Credit Union on the northwest corner Northline Route 50 intersection.

Accessibility

Pedestrian and bike accessibility within the study area is limited to paved shoulders. The quality of road surface and the shoulders is excellent. There is one CDTA bus stop on each side of the road (2100 Rt 50 Carousel Village) marked by a small CDTA sign but does not include a bus shelter. No bicycle facilities were found in this corridor aside from paved shoulders and a bike route sign at the north end of the study area. Minimal debris was found and there are no parked cars or trees causing view obstructions for potential pedestrians or bicyclists on the shoulder. However, there are multiple areas that parking is open to the road and the curb cut is a hundred or more feet. In terms of accessibility, the following elements are missing from this corridor: sidewalks, ADA curb ramps, crosswalks, sharrows, dedicated bike lanes and bus shelters.



Bike route signage looking south



CDTA stop signage looking north

Connectivity

Within the study area, connectivity is limited to connection to residential area located off Route 50 on Saratoga Avenue and the bike route using the paved shoulder. The following connectivity elements are missing from this corridor: sidewalks, continuous connections to activity centers, civic/institutional areas, and open space and/or recreational areas.

Safety

New York Route 50 has three (3) lanes and two (2) paved shoulders. There is one (1) northbound lane, one (1) southbound lane, and a center turn lane. The road is approximately fifty-five (55) feet wide making each lane and each shoulder eleven (11) feet wide. During the visual inspection, cars, trucks, buses, bicyclists, and pedestrians were present. The speed limit along this segment is 45 miles per hour (mph). Many of the drivers appeared to be speeding during the complete streets audit. There are approximately ten (10) driveways/curb cuts on the northbound side and approximately fifteen (15) driveways/curb cuts on the southbound side along this corridor. Some curb cuts are very wide and in poor condition with a lack of defined ingress and egress. There were no crosswalks present in the entire corridor. There is one traffic signal at the north end of the corridor at the Northline Route 50 intersection. The traffic signage present is speed limit signage, center turning lane, and bicycle route signage.



Parking open to the road



Parking open to the road



Curb cut with center lane signage

Placemaking Elements

Along this corridor, buffer strips could be found but they were not consistent. The Veterinary Clinic had the most consistent grass and trees in front of the property, but this was private. The Briarwood Flower Shoppe was the only property with flowers present but these were also on the property. There was minimal litter present during the visual inspection. No planting strips, or buffers, were found. No street furniture was found, which includes benches, bike racks, trash receptacles, or pedestrian-scale street lighting. The set back of the buildings from the street varies from approximately twenty (20) feet to sixty (60) feet. Land uses found within this segment include retail/commercial and multi-family residential.

Roadway or traffic signage was the only consistent design found. Signage for the businesses found within this corridor varied. The corridor also contained several available vacant parcels.



View looking south: vacant lot for sale



Vacant building for sale with residential behind



Corner of Route 45 and Northline Road



Multi-family residential on Saratoga Avenue along Route 50

Summary of Findings

There are little to no complete street elements present throughout the study area. The only consistent element is the paved shoulders. Elements needing attention include bicycle facilities, sidewalks, landscaping, trash receptacles, benches, and consistent signage. The corridor is car-centric and as a pedestrian you can feel this as cars speed by. With the wide shoulders there is space to walk or bike as a pedestrian, but it does not feel welcoming.

While performing the complete streets audit, as pedestrian there are multiple areas where you are walking on the paved shoulder between cars and the guardrail. The cars all seem to be traveling faster than the posted speed limit. With the business mostly concentrated on the northbound side the curb cuts vary greatly in width with no signage or lines painted to direct motorists where to pull in or out making it difficult as a pedestrian to walk in front of the businesses. Furthermore, it was very difficult to cross the road as there are no crosswalks on the entire corridor.

TOWN OF MILTON COMPLETE STREETS AUDIT FORM				
CORRIDOR SEGMENT / LOCATION:			DATE:	OBSERVER:
ELEMENTS		YES	NO	COMMENTS
Pedestrian Facilities				
Sidewalks			X	
Width: <u>10 ft</u>				
ADA Curb Ramps			X	
Crosswalks			X	
Paved Shoulders		X		Good condition
Place of Refuge/Median			X	
Bicycle Facilities				
Bike Routes		X		
Bike Lanes			X	
Sharrows			X	
Signage		X	X	
Paved Shoulders		X		
Transit				
Bus Stop		X		
Bus Shelter			X	
Quality of Road Surface				
Broken/Cracked			X	Good condition
Potholes			X	
Drain Grates			X	
Debris (i.e. glass)			X	
Obstructions				
Parked Cars			X	
Trees / Plants			X	

ACCESSIBILITY

TOWN OF MILTON COMPLETE STREETS AUDIT FORM						
CORRIDOR SEGMENT / LOCATION:			DATE:	OBSERVER:		
ELEMENTS	YES	NO	General Condition	COMMENTS		
Continuous Elements						
Sidewalks		X				
Bicycle Routes	X					
To Activity Centers		X				
To Civic/Institutional Areas		X				
To Open Space/Recreation		X				
Connected Elements						
To Residential Areas						
To Transit		X				

CONNECTIVITY

TOWN OF MILTON COMPLETE STREETS AUDIT FORM					
CORRIDOR SEGMENT / LOCATION:		DATE:		OBSERVER:	
ELEMENTS	YES	NO	General Condition	COMMENTS	
Traffic Type/Activity					
Cars/Passenger Vehicles	X				
Trucks	X				
Buses	X				
Bicyclists	X				
Pedestrians	X				
Road Width					
1-2 Travel Lanes	X				
4 Travel Lanes		X			
6+ Travel Lanes		X			
One Way		X			
Two Ways	X				
Traffic Signals / Signs		X			
Pedestrian Signals / Signs		X			
On-street Parking		X			
Crosswalks					
Striped / Surface Variation		X			
High Visibility		X			
Driver Behavior					
Speeding	X			Speeding	
Running Traffic Signals / Stop Signs		None			
Access Management					
Multiple Driveways / Curbcuts	X			more curb cuts than anything	

TOWN OF MILTON COMPLETE STREETS AUDIT FORM

CORRIDOR SEGMENT / LOCATION:

DATE:

OBSERVER:

ELEMENTS

General Condition

COMMENTS

Aesthetics

Grass

Flowers

Trees

Litter / Trash

Planting Median / Buffer

Block Characteristics

Gaps (vacant parcels)

Buildings Fronting/Oriented to Street

Build to Line Close to Street

Setbacks

Front

Side

Street Furniture

Benches

Bike Racks

Trash Receptacles

Water Fountains

Pedestrian-Scaled Lighting

Land Uses

Retail / Commercial

Open Space

Single Family Residential

Multi-Family Residential

Industrial

Mixed-Use

Industrial / Civic

Consistent Design

Signage

Bike Lanes

Crosswalks

Sidewalk Width

YES

NO

Grass in front of the vets office

Some trash on the side of the road on both sides

The shoulder is a consistent width the length of corridor the curb cuts vary in width substantially

PLACEMAKING ELEMENTS

TOWN OF MILTON COMPLETE STREETS AUDIT FORM				
CORRIDOR SEGMENT / LOCATION:			DATE:	OBSERVER:
ELEMENTS	YES	NO	COMMENTS	
Pedestrian Facilities				
Sidewalks		✓		
Width: _____				
ADA Curb Ramps		✓		
Crosswalks		✓		
Paved Shoulders	✓			
Place of Refuge/Median		✓		
Bicycle Facilities				
Bike Routes	✓			
Bike Lanes		✓		
Sharrows		✓		
Signage	✓			
Paved Shoulders	✓			
Transit				
Bus Stop	✓			
Bus Shelter		✓		
Quality of Road Surface				
Broken/Cracked		✓		
Potholes		✓		
Drain Grates		✓		
Debris (i.e. glass)		✓		
Obstructions				
Parked Cars		✓		
Trees / Plants		✓		

ACCESSIBILITY

TOWN OF MILTON COMPLETE STREETS AUDIT FORM						
CORRIDOR SEGMENT / LOCATION:					DATE:	OBSERVER:
ELEMENTS		YES	NO	General Condition	COMMENTS	
Continuous Elements						
Sidewalks		✓	✓			
Bicycle Routes		✓	✓			
To Activity Centers			✓			
To Civic/Institutional Areas			✓			
To Open Space/Recreation			✓			
Connected Elements						
To Residential Areas		✓				
To Transit		✓				

CONNECTIVITY

TOWN OF MILTON COMPLETE STREETS AUDIT FORM					
CORRIDOR SEGMENT / LOCATION:		DATE:		OBSERVER:	
ELEMENTS	YES	NO	General Condition	COMMENTS	
Traffic Type/Activity					
Cars/Passenger Vehicles	✓				
Trucks	✓				
Buses	✓				
Bicyclists	✓				
Pedestrians	✓				
Road Width					
1-2 Travel Lanes					
4 Travel Lanes					
6+ Travel Lanes					
One Way					
Two Ways					
Traffic Signals / Signs					
Pedestrian Signals / Signs					
On-street Parking					
Crosswalks					
Striped / Surface Variation					
High Visibility					
Driver Behavior					
Speeding					
Running Traffic Signals/ Stop Signs					
Access Management					
Multiple Driveways / Curbcuts					

TOWN OF MILTON COMPLETE STREETS AUDIT FORM

PLACEMAKING ELEMENTS

CORRIDOR SEGMENT / LOCATION:		DATE:	OBSERVER:
ELEMENTS	YES	NO	General Condition
Aesthetics			
Grass	✓		
Flowers		✓	
Trees	✓		
Litter / Trash		✓	
Planting Median / Buffer		✓	
Block Characteristics			
Gaps (vacant parcels)	✓		
Buildings Fronting/Oriented to Street	✓		
Build to Line Close to Street		✓	
Setbacks			
Front			
Side			
Street Furniture			
Benches		✓	
Bike Racks		✓	
Trash Receptacles		✓	
Water Fountains		✓	
Pedestrian-Scaled Lighting		✓	
Land Uses			
Retail / Commercial	✓		
Open Space		✓	
Single Family Residential	✓		
Multi-Family Residential	✓		
Industrial			
Mixed-Use			
Industrial / Civic			
Consistent Design			
Signage			
Bike Lanes			
Crosswalks			
Sidewalk Width			

COMMENTS

Flowers spot only

SETBACK

1 o/s w/ Comm



APPENDIX B

Public Engagement Materials

COMMUNITY ENGAGEMENT

As part of the public engagement component of the Town of Milton NYS Route 50 Corridor Enhancement Study, an online community survey was completed. The purpose of this survey was to gather input from community members, business owners and other stakeholders about the NYS Route 50 Corridor. This information will help shape the vision of the NYS Route 50 Corridor.

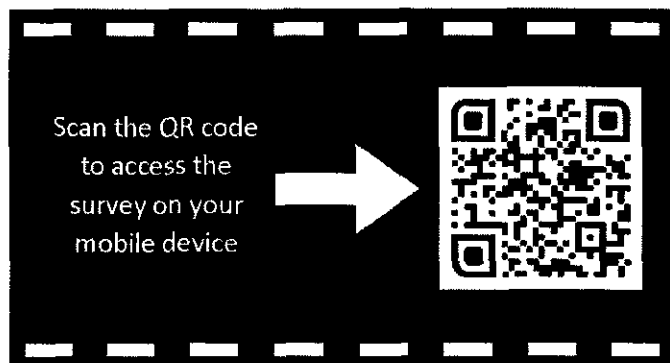


We need your input! Complete the online survey to share your input about needs and opportunities for the Route 50 corridor in the Town of Milton.

Go to this link and take the survey:

www.MiltonRoute50.com/survey

For more information visit:
www.MiltonRoute50.com



Survey Card

A twenty-two (22) question survey was created using the Survey Monkey online platform. The survey opened on September 3, 2020 and remained open until October 2, 2020. There were 120 responses received.

The survey was available on the project website, Town website and advertised on social media and through press releases distributed prior to and during the survey period. Information and links to the survey were also distributed during the survey period on flyers (digital and hardcopy) and survey cards which included a Quick Response (QR) code for direct access to the survey on a smartphone or tablet.

Data Limitations

The survey is one of multiple public engagement activities intended to gather input from the community. The survey responses are self-selecting and are not statistically valid. The survey alone cannot be used to find the "answer" or "solution" but can in part help identify common themes and trends.

COMMUNITY FEEDBACK

The survey is organized around the following topic areas: Demographic Information, Use of Corridor, Experience/ Quality of Life, and Suggestions for the Future. The following is a description of each survey topic area.

Demographic Information

Demographic information is intended to help understand who is taking the survey. Gathering a broad range of survey participants from the local area is important to understand the needs of different demographics and community members supporting informed decision making.

Use of Corridor

Questions in this section asked what brings respondents to the area, how often they use the Route 50 corridor, what types of transportation they use, and if they support intersection improvements at Northline Road and Route 50. Understanding travel patterns to and along the corridor helps prioritize improvements.

Experience/Quality of Life

The Experience/Quality of Life section asked respondents to indicate their feelings about their experience along the corridor and the type of land uses they would support. This section also included questions about safety and recommendations for walking, bicycling, transit, streetscape and other improvements. This information can be used to help guide improvements on the corridor.

Suggestions for the Future

The last section included open-ended questions in regard to the future of the Route 50 corridor. Questions asked about concerns or challenges, opportunities, and additional ideas for improvements within the study area.

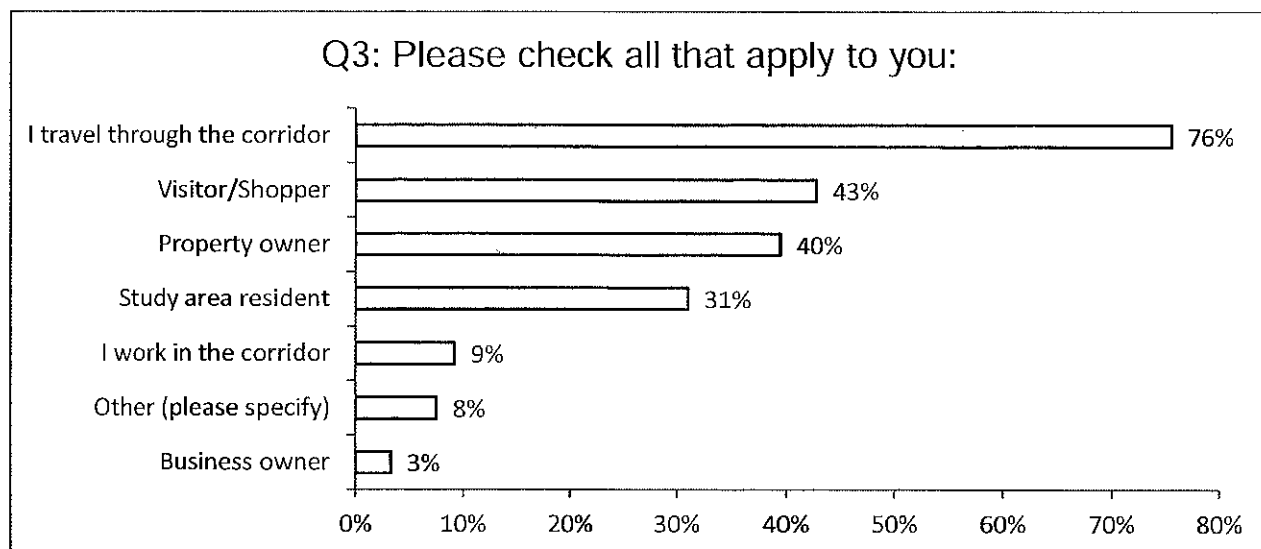
The following is a brief highlight of the survey. For the full survey results see the attached survey questions and responses.

Demographic Information

Question 1 (Q1) of the survey asked survey participants to enter their zip code. Understanding where responses are originating is important. Of the 114 responses (6 skipped the question), 2 primary zip code areas were identified, the largest percentage (73%) was the 12020 zip code area followed by 12866 with 17%.

Question 2 (Q2) of the survey asked survey participants to indicate their age. The largest age group was the 55-64 age group (29%). Of the 119 responses, 19% were in the 45-54 year-old age group, 18% were in the 65-74 year-old age group, and 17% were year-old age group.

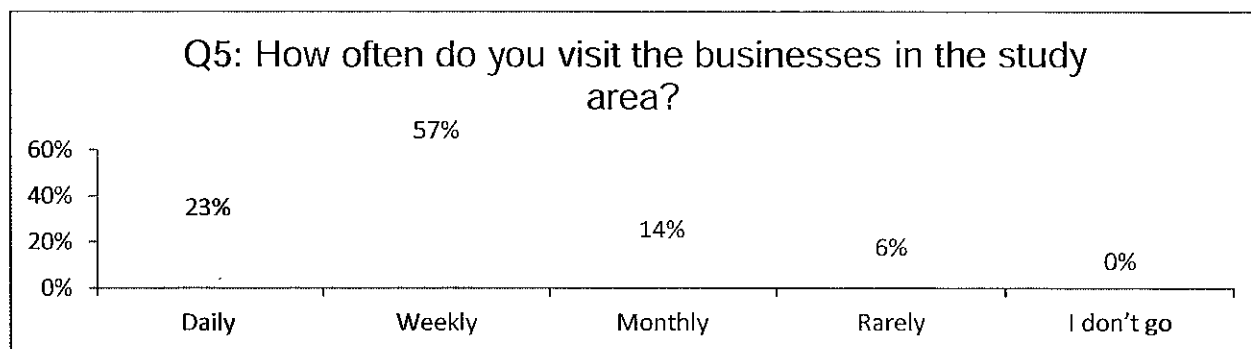
Question 3 (Q3) of the survey asked survey participants to check what applies to them with options including: Study Area Resident, Visitor/Shopper, Business owner, Property owner, I travel through the corridor, and I work in the corridor. The most selected was travel through the corridor (76%) followed by 43% chose visitor/shopper. Property owner was selected third by 40% of the participants.



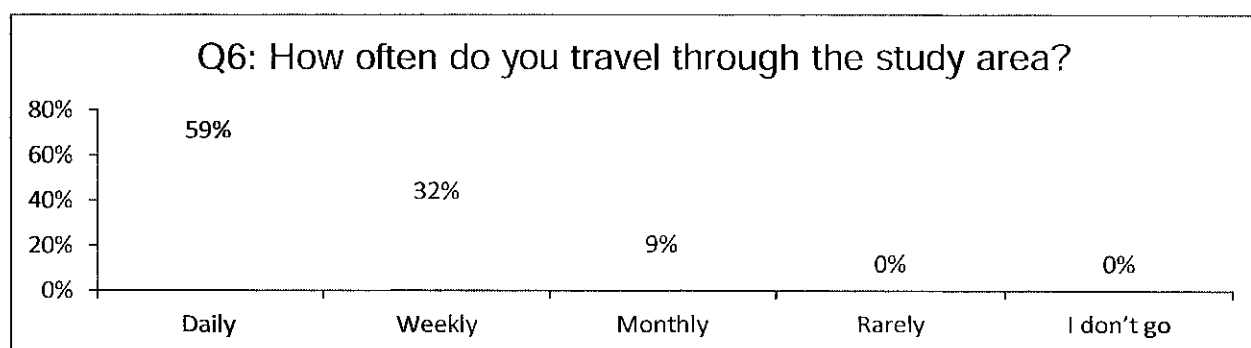
Use of Corridor

Question 4 (Q4) asked survey participants to check all that apply in regard to what brings the participant to the study area. The options available were **Business, Dining, Shopping, Employment, and Residence**. Selected first was shopping by 66% of the participants. The second most picked was dining by 53%, followed by residence by 41% and business by 39%.

Question 5 (Q5) asked how often the respondents visit the businesses in the study area. The majority of respondents reported visiting the businesses at least once a week (57% weekly and 23% daily).



Question 6 (Q6) asked survey participants how often they travel through the study area. The majority travel through on a daily basis (59%), weekly was selected by 32% and the remaining 9% chose monthly.



Question 7 (Q7) asked survey participants how they usually get to the study area with the options being; Walk, Bike, Drive, Public transit/bus, Taxi/Uber/Lyft, and I don't go. Of the responses received 97% of the participants noted driving, 2% noted biking, and the remaining 1% walked. This supports the feeling of the auto-centric corridor and people much rather drive here.

Question 8 (Q8) was a follow up for anyone who indicated they don't go.

Question 9 (Q9) asked survey participants if they would support intersection improvements at Northline Road and Route 50 such as additional turn lanes or a roundabout. The large majority (91%) said yes they would, with the remaining 9% saying no.

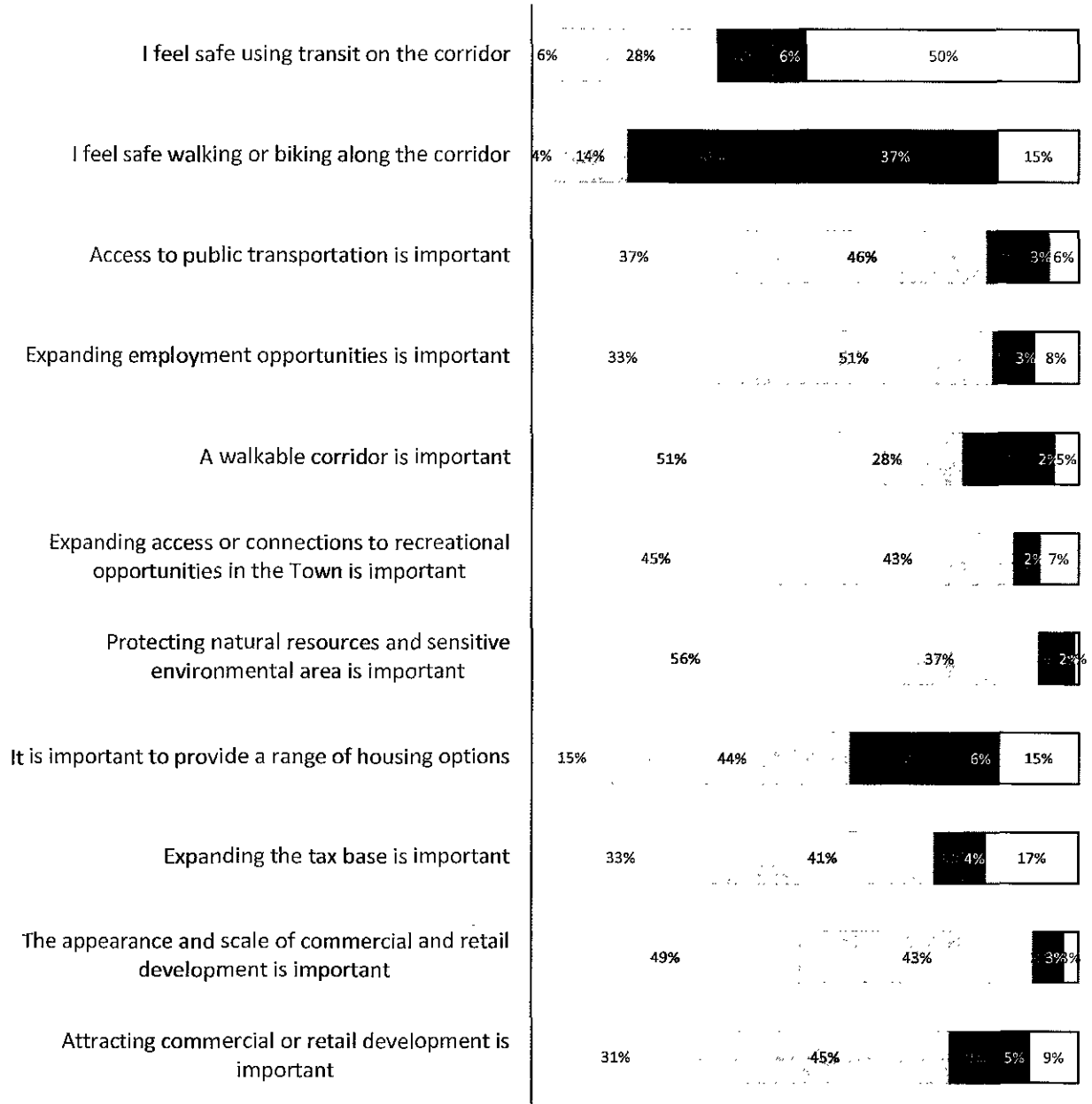
Question 10 (Q10) asked survey participants the level of agreement they had towards different aspects of the corridor. Participants showed that they strongly agree and agree for multiple facets. Items that scored above 50% in strongly agree and agree include:

- Protecting natural resources and sensitive environmental area is important (93%)
- The appearance and scale of commercial and retail development is important (92%)
- Expanding access or connections to recreational opportunities in the Town is important (88%)
- Expanding employment opportunities is important (84%)
- Access to public transportation is important (83%)
- A walkable corridor is important (79%)
- Attracting commercial or retail development is important (76%)
- Expanding the tax base is important (74%)
- It is important to provide a range of housing options (58%)

The safety of the corridor scored the lowest with feeling safe walking or biking scoring 18% and using transit with 34%. This question in conjunction with question 11 highlights the respondents views on improving the look and feel of the corridor with the different types of land uses and improving walkability.

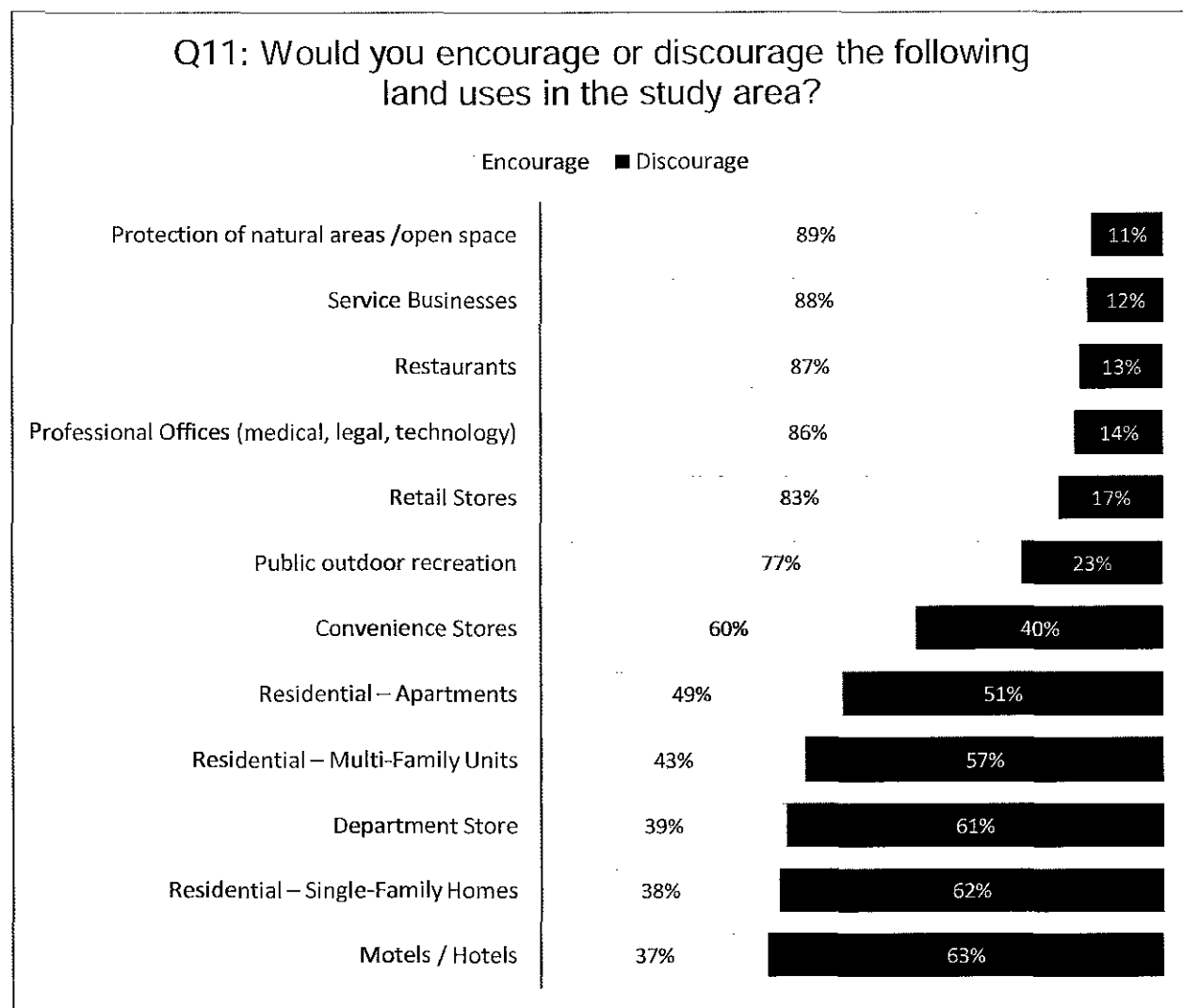
Q10: Within the corridor, how do you feel about the following?

Strongly Agree Agree Disagree Strongly Disagree No Opinion/Not Sure



Experience/Quality of Life

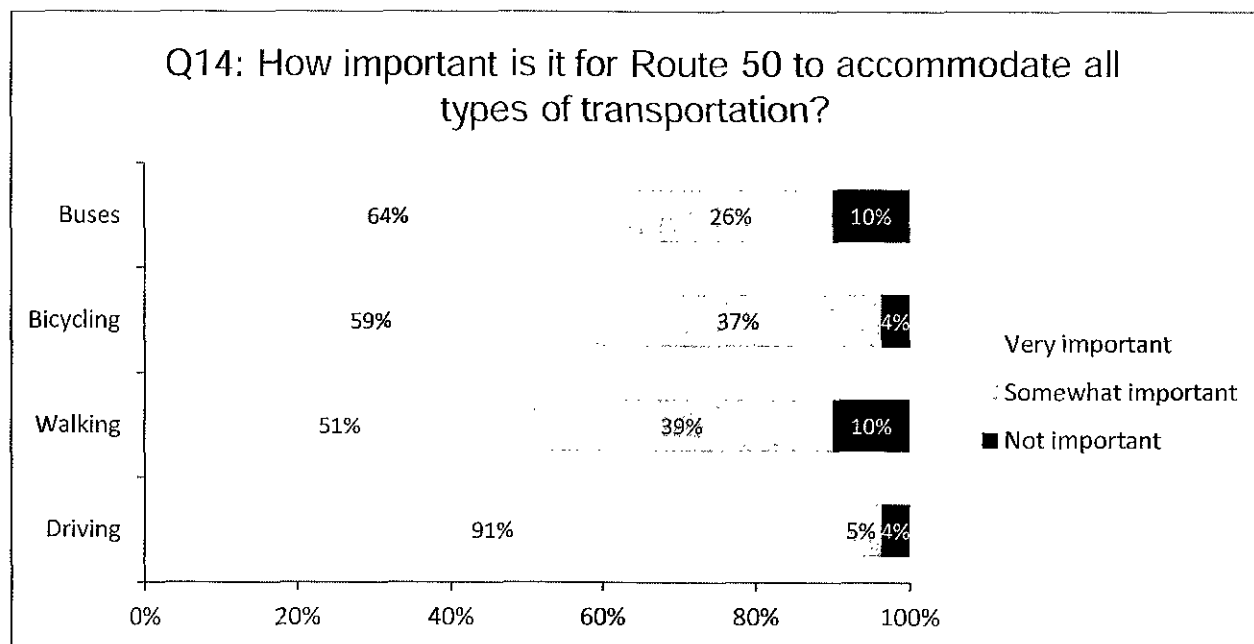
Question 11 (Q11) asked survey participants to select the type of Land Uses they would encourage or discourage in the study area. Protection of natural areas/open space was the most encouraged by participants with 89% encouraging. Service businesses, restaurants, professional offices, and retail stores all scored highly (83%-88%) for being encouraged by respondents. The three most discouraged land uses were identified as Motels/Hotels (63% discouraged), Single-Family Homes (62% discouraged), Department Store (61% discouraged).



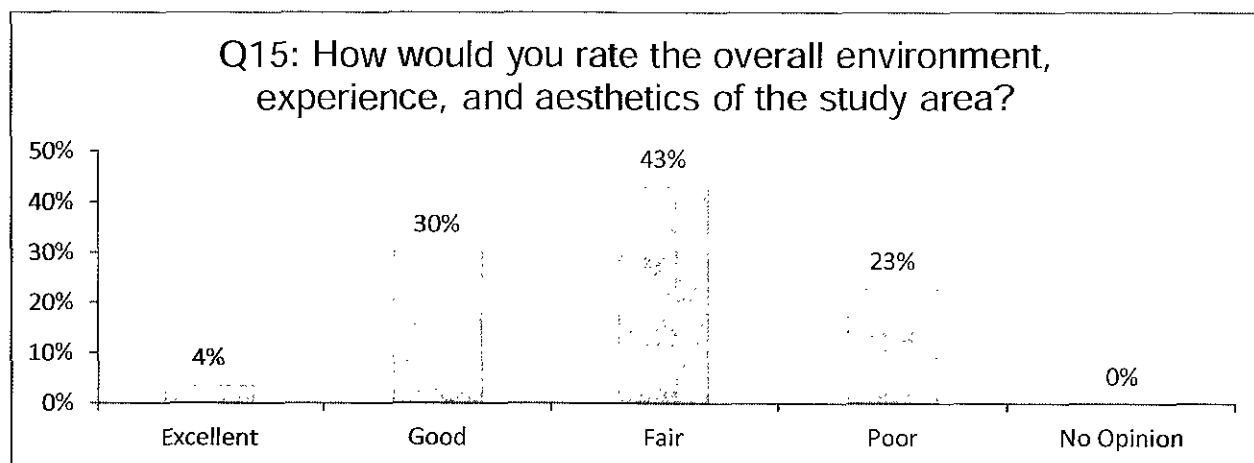
Question 12 (Q12) was an open-ended question and asked survey participants if there are any additional land uses they would encourage in the study area. Of the 35 people that answered the majority stated they would like to see park use, trails and a sidewalk.

Question 13 (Q13) was an open-ended question and asked survey participants if there are any additional land uses they would discourage in the study area. Of the 43 people that answered big box stores and large apartment complexes are the most noted for responses.

Question 14 (Q14) asked survey participants to indicate how important it is to accommodate all types of transportation along the corridor. Driving scored the highest support (91% selected very important) but in general all modes are very important to somewhat important to the survey participants.

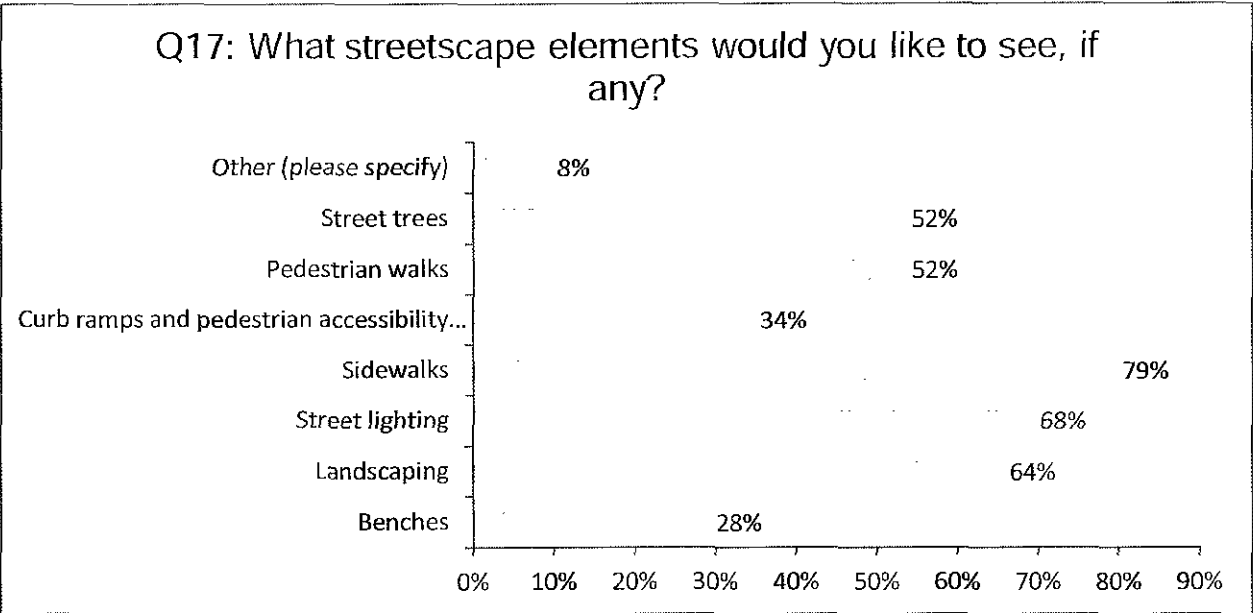


Question 15 (Q15) asked survey participants to rate the overall environment, experience, and aesthetics of the study area. Only 4% consider it excellent, an additional 30% consider the overall experience as good, 43% say fair and 23% indicated poor. This is a good indication there is room for improvement along the corridor.

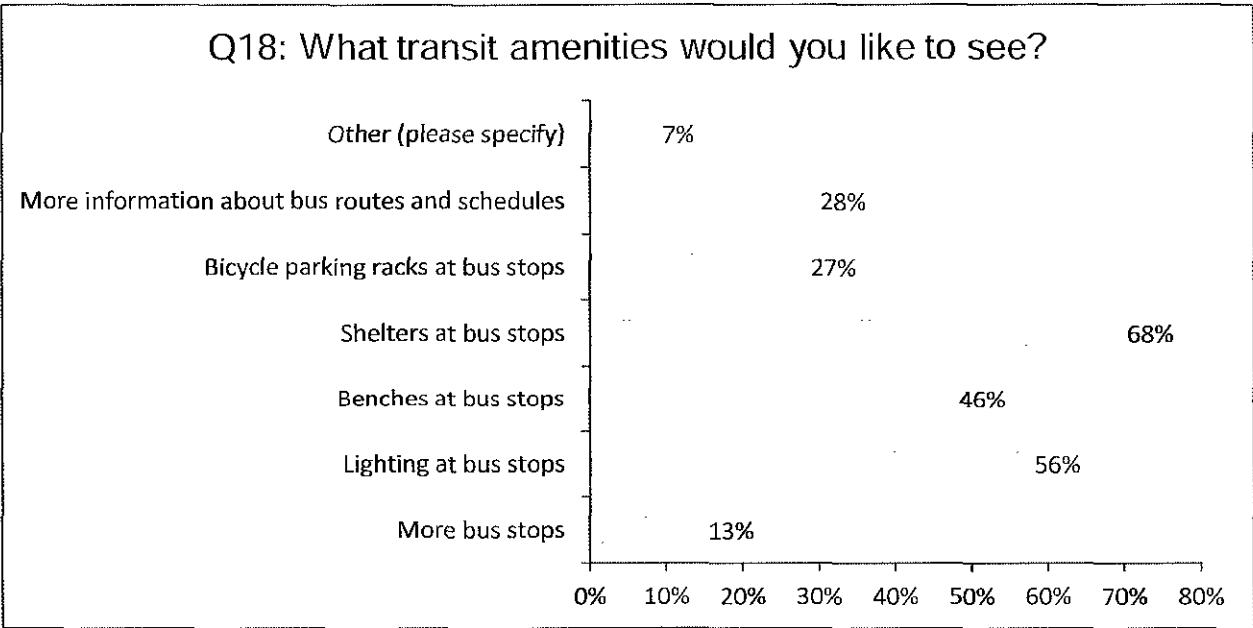


Question 16 (Q16) asked survey participants what bicycle facilities they would like to see along the corridor the question allowed participants to select up to two. From the 97 responses to the question, 70% noted they would like to see on-street bike lanes. Furthermore, 35% noted on-street shared-lane markings (sharrows), and 21% identified bicycle parking racks.

Question 17 (Q17) asked survey participants what streetscape elements they would like to see. Streetscape elements are functional and aesthetic items in an area such as; sidewalks, street lighting, landscaping, pedestrian walks, street trees, curb ramps and pedestrian accessibility improvements, and benches. The top three (3) elements identified included sidewalks (79%), street lighting (68%), and landscaping (64%).



Question 18 (Q18) asked survey participants what transit amenities they would like to see. The top 3 amenities identified were shelters at bus stops (68%), lighting at bus stops (56%), and benches at bus stops (46%).



Suggestions for the Future

Question 19 (Q19) was an open-ended question for participants to identify the top 3 concerns or challenges to the study area. One of the main concerns included traffic at the intersection of Route 50 and Northline Road. Other concerns included safety of pedestrians and bicyclists. Improving the aesthetics through the corridor to create a consistent feel throughout was also identified as a challenge.

Question 20 (Q20) was another open-ended question for participants to identify the top 3 opportunities for the study area. Survey respondents see the area as a good commercial connection between the Village of Ballston Spa and City of Saratoga Springs so creating a walkable, bikeable, and inviting atmosphere can support businesses in the corridor.

The last question (Q21) was an open-ended option for respondents to note any additional ideas they have for improvements to the study area or examples of areas they like. Of the 35 responses received a common example of what respondents liked included the quality of sidewalks and walkability of Saratoga Springs. Having connections to destinations and an appealing corridor environment was important to survey takers. Improving the walkability through this corridor would connect two areas that have sidewalks and connections established.




































Q1 Please enter your zip code.

Answered: 114 Skipped: 6

NYS Route 50 Corridor Enhancement Study

#	RESPONSES	DATE
1	12020 12020	10/3/2020 2:32 PM
2	12020 12020	10/2/2020 11:16 PM
3	12020 12020	10/2/2020 11:06 PM
4	12020 12020	10/2/2020 2:50 PM
5	12866 12866	10/2/2020 11:35 AM
6	12020 12020	10/2/2020 9:50 AM
7	12020 12020	10/1/2020 8:11 AM
8	12020 12020	9/30/2020 2:45 PM
9	12020 12020	9/29/2020 3:41 PM
10	12020 12020	9/29/2020 1:00 PM
11	12020 12020	9/29/2020 12:56 PM
12	12020 12020	9/29/2020 11:55 AM
13	12020 12020	9/29/2020 8:59 AM
14	12020 12020	9/28/2020 11:02 PM
15	12020 12020	9/28/2020 7:56 PM
16	12020 12020	9/28/2020 7:23 PM
17	12020 12020	9/28/2020 5:09 PM
18	12020 12020	9/28/2020 3:11 PM
19	12020 12020	9/28/2020 12:54 PM
20	12020 12020	9/27/2020 8:32 PM
21	12020 12020	9/27/2020 2:36 PM
22	12020 12020	9/27/2020 11:38 AM
23	12866 12866	9/26/2020 10:37 PM
24	12020 12020	9/26/2020 8:09 PM
25	12020 12020	9/26/2020 7:54 PM
26	12020 12020	9/26/2020 11:37 AM
27	12020 12020	9/26/2020 10:41 AM
28	12866 12866	9/26/2020 10:36 AM
29	12020 12020	9/26/2020 10:20 AM
30	12020 12020	9/26/2020 9:51 AM
31	12020 12020	9/26/2020 9:43 AM
32	12020 12020	9/25/2020 1:17 PM
33	12020 12020	9/23/2020 10:19 PM
34	12020 12020	9/23/2020 7:07 PM
35	12020 12020	9/23/2020 12:24 PM
36	12020 12020	9/23/2020 8:46 AM
37	12020 12020	9/23/2020 6:42 AM

NYS Route 50 Corridor Enhancement Study

38		12020	9/22/2020 6:58 PM
39		12020	9/22/2020 12:03 PM
40		12020	9/22/2020 11:38 AM
41		12020	9/22/2020 11:25 AM
42		12020	9/22/2020 10:49 AM
43		12020	9/22/2020 10:39 AM
44		12020	9/21/2020 7:32 PM
45	12025		9/21/2020 3:14 PM
46		12866	9/21/2020 2:45 PM
47		12020	9/21/2020 10:47 AM
48		12020	9/21/2020 10:11 AM
49		12020	9/20/2020 9:09 PM
50		12866	9/20/2020 7:54 PM
51		12866	9/20/2020 6:40 PM
52		12866	9/20/2020 3:28 PM
53		12020	9/20/2020 12:57 PM
54		12866	9/20/2020 8:43 AM
55		12020	9/19/2020 5:31 PM
56		12020	9/19/2020 4:42 PM
57		12020	9/19/2020 4:06 PM
58	12863		9/19/2020 1:20 PM
59		12866	9/19/2020 11:53 AM
60		12020	9/19/2020 11:15 AM
61		12866	9/19/2020 9:03 AM
62		12866	9/18/2020 6:29 PM
63		12020	9/18/2020 4:45 PM
64		12020	9/18/2020 4:10 PM
65	12859		9/18/2020 2:54 PM
66		12866	9/18/2020 2:16 PM
67		12020	9/18/2020 1:25 PM
68		12020	9/18/2020 7:45 AM
69		12020	9/17/2020 10:45 PM
70		12020	9/17/2020 8:25 PM
71		12866	9/17/2020 8:06 PM
72		12866	9/17/2020 7:28 PM
73		12020	9/17/2020 4:22 PM
74		12020	9/17/2020 3:38 PM
75		12866	9/17/2020 2:43 PM

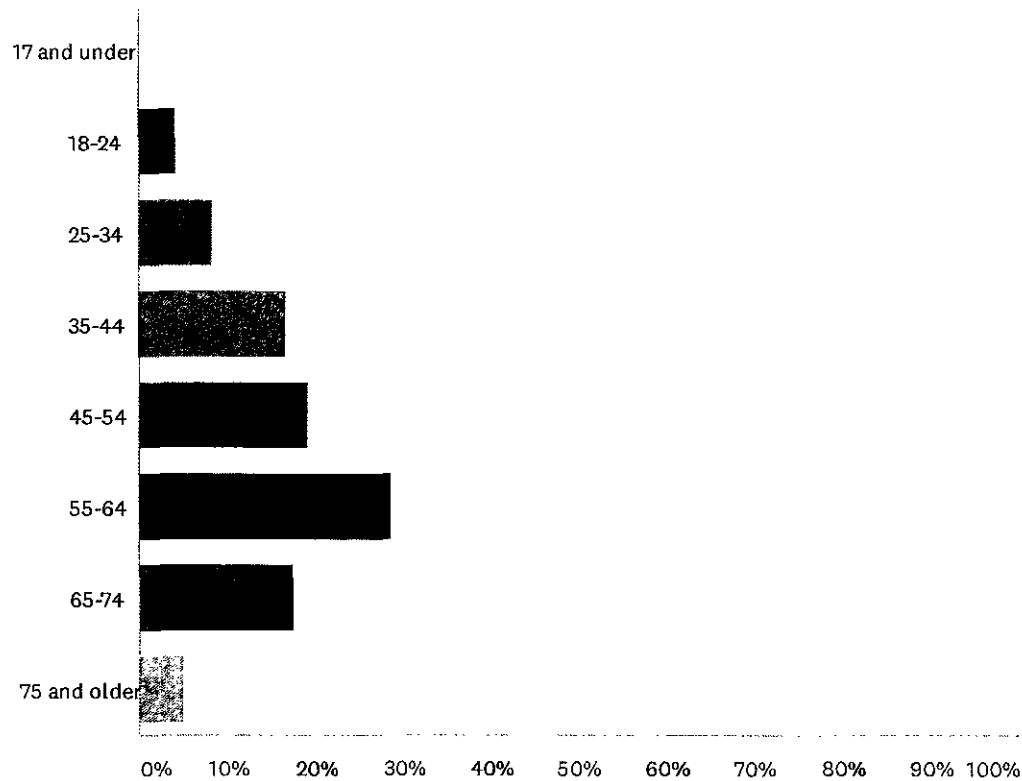
NYS Route 50 Corridor Enhancement Study

76	12020	12020	9/17/2020 12:19 PM
77	12020	12020	9/16/2020 4:34 PM
78		12019	9/16/2020 9:11 AM
79	12020	12020	9/16/2020 9:00 AM
80		12027	9/16/2020 8:56 AM
81	12020	12020	9/15/2020 9:58 PM
82	12020	12020	9/15/2020 9:45 PM
83	12020	12020	9/15/2020 9:39 PM
84	12020	12020	9/15/2020 9:29 PM
85	12020	12020	9/15/2020 9:28 PM
86	12020	12020	9/15/2020 9:20 PM
87	12020	12020	9/15/2020 4:19 PM
88	12020	12020	9/15/2020 1:56 PM
89	12020	12020	9/15/2020 11:04 AM
90	12020	12020	9/15/2020 10:57 AM
91	12866	12866	9/15/2020 10:07 AM
92		12170	9/15/2020 9:55 AM
93	12866	12866	9/15/2020 9:28 AM
94	12020	12020	9/14/2020 6:04 PM
95		12831	9/14/2020 1:56 PM
96	12020	12020	9/14/2020 11:20 AM
97	12866	12866	9/14/2020 10:11 AM
98	12020	12020	9/14/2020 10:06 AM
99	12020	12020	9/14/2020 9:27 AM
100	12866	12866	9/14/2020 8:54 AM
101	12074	12074	9/14/2020 8:52 AM
102	12020	12020	9/14/2020 8:31 AM
103	12866	12866	9/14/2020 8:08 AM
104	12020	12020	9/11/2020 8:27 PM
105	12020	12020	9/11/2020 2:40 PM
106	12020	12020	9/11/2020 2:39 PM
107	12020	12020	9/11/2020 9:37 AM
108	12020	12020	9/10/2020 1:49 PM
109	12020	12020	9/10/2020 12:39 PM
110	12020	12020	9/8/2020 10:45 AM
111		12803	9/8/2020 8:15 AM
112	12074	12074	9/6/2020 8:11 AM
113	12020	12020	9/5/2020 4:49 PM



Q2 Please indicate your age.

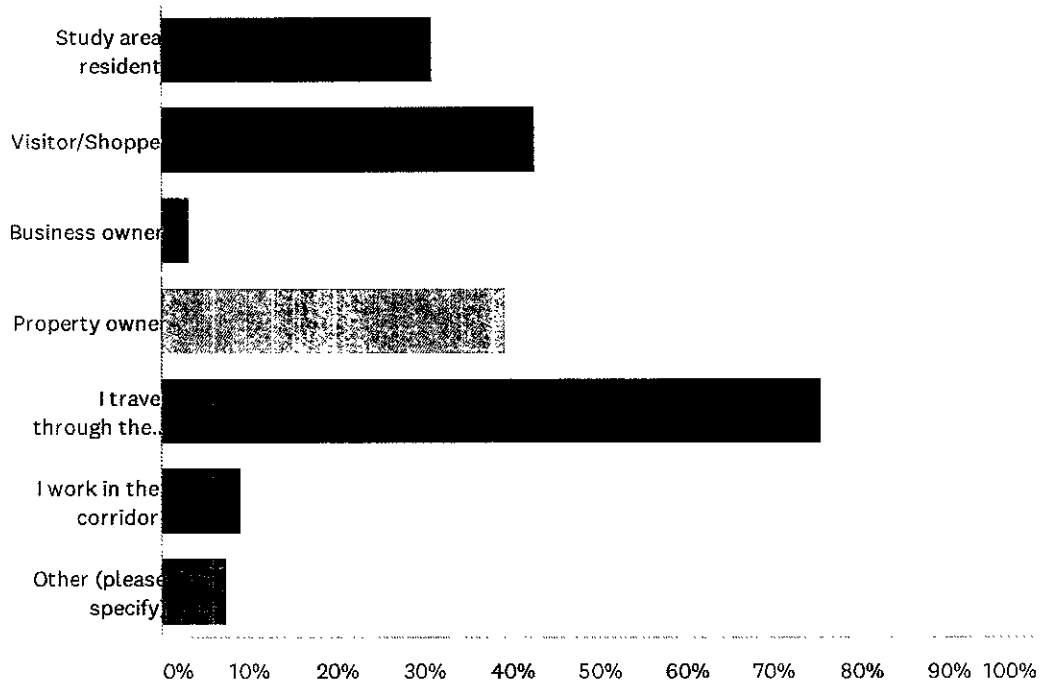
Answered: 119 Skipped: 1



ANSWER CHOICES	RESPONSES	
17 and under	0.00%	0
18-24	4.20%	5
25-34	8.40%	10
35-44	16.81%	20
45-54	19.33%	23
55-64	28.57%	34
65-74	17.65%	21
75 and older	5.04%	6
TOTAL		119

Q3 Please check all that apply to you:

Answered: 119 Skipped: 1



ANSWER CHOICES

RESPONSES

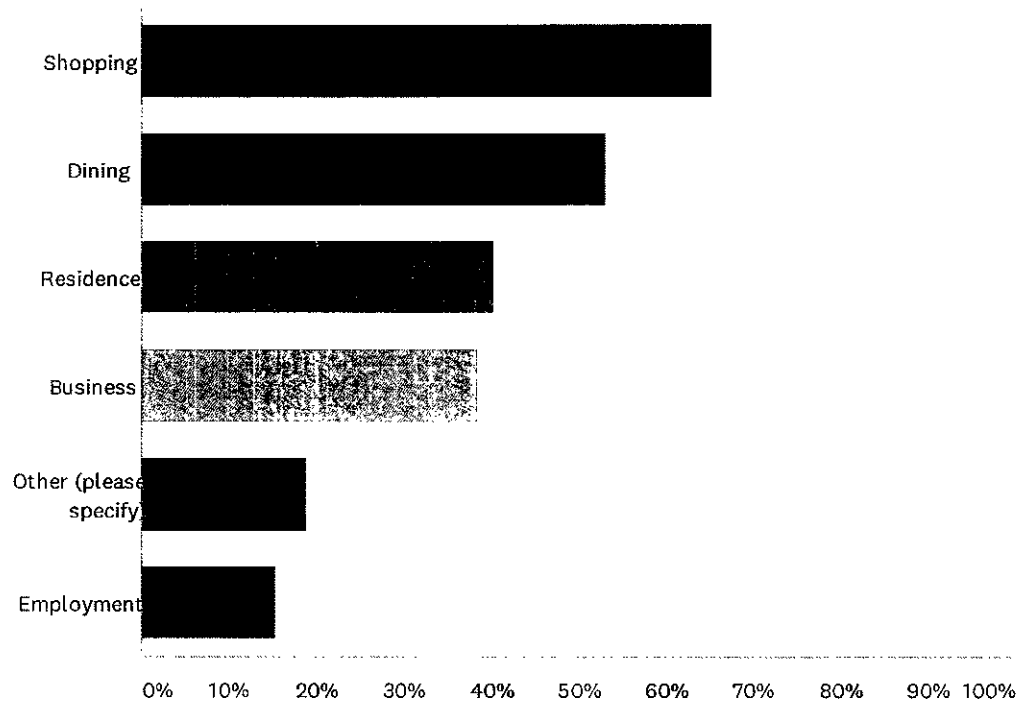
Study area resident	31.09%	37
Visitor/Shopper	42.86%	51
Business owner	3.36%	4
Property owner	39.50%	47
I travel through the corridor	75.63%	90
I work in the corridor	9.24%	11
Other (please specify)	7.56%	9
Total Respondents: 119		

NYS Route 50 Corridor Enhancement Study

#	OTHER (PLEASE SPECIFY)	DATE
1	live near the corridor	10/2/2020 9:50 AM
2	recreational corridor user	9/26/2020 9:43 AM
3	Renter in Ballston Spa	9/21/2020 10:11 AM
4	I have family living in the area.	9/19/2020 4:42 PM
5	very frequent user of corridor over last 20 years	9/19/2020 11:53 AM
6	route to Burnt Hills, Glenville, Scotia and Schenectady	9/15/2020 10:07 AM
7	I travel through the corridor to get to my workplace at the Saratoga County Paul E Lent Safety Building	9/15/2020 9:28 AM
8	Just moved from the area, travelled through for over two years consistently	9/8/2020 8:15 AM
9	transient	9/5/2020 4:49 PM

Q4 What typically brings you to the study area? (Select all that apply)

Answered: 116 Skipped: 4



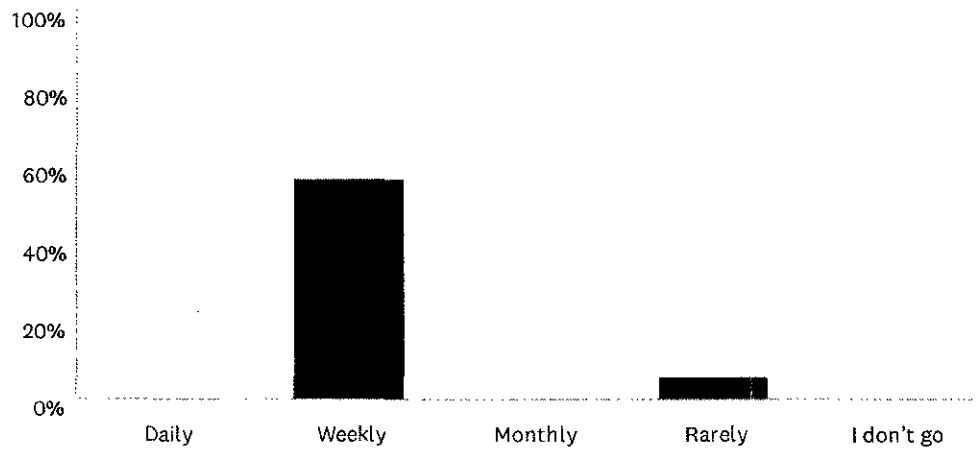
ANSWER CHOICES	RESPONSES	
Shopping	65.52%	76
Dining	53.45%	62
Residence	40.52%	47
Business	38.79%	45
Other (please specify)	18.97%	22
Employment	15.52%	18
Total Respondents: 116		

NYS Route 50 Corridor Enhancement Study

#	OTHER (PLEASE SPECIFY)	DATE
1	driving through	10/2/2020 9:52 AM
2	Visit family and friends in Saratoga	9/28/2020 11:06 PM
3	passing through	9/27/2020 8:33 PM
4	Weekly visits to family who live off of Northline Rd.	9/27/2020 2:39 PM
5	Cvs for prescriptions	9/26/2020 7:56 PM
6	recreational cycling	9/26/2020 10:18 AM
7	Travel, particularly through the intersection of Northline and Route 50	9/21/2020 7:36 PM
8	Fire dept calls	9/20/2020 9:11 PM
9	driving thru area	9/20/2020 7:03 PM
10	daughter residence, shopping	9/20/2020 3:31 PM
11	commute	9/20/2020 12:59 PM
12	Travel	9/19/2020 1:23 PM
13	above mentioned plus from our residence we use count routes to access Rt 67 and the Through way	9/19/2020 11:57 AM
14	live geyser crest	9/19/2020 9:05 AM
15	Cycling	9/18/2020 6:30 PM
16	Travel into Saratoga	9/17/2020 10:47 PM
17	commute, visiting friends, multiple businesses	9/17/2020 3:45 PM
18	medical appt	9/16/2020 9:14 AM
19	drive through the area daily	9/14/2020 10:08 AM
20	church	9/11/2020 2:41 PM
21	Travel through study area	9/8/2020 8:18 AM
22	No Reason	9/5/2020 4:49 PM

Q5 How often do you visit the businesses in the study area?

Answered: 116 Skipped: 4



ANSWER CHOICES

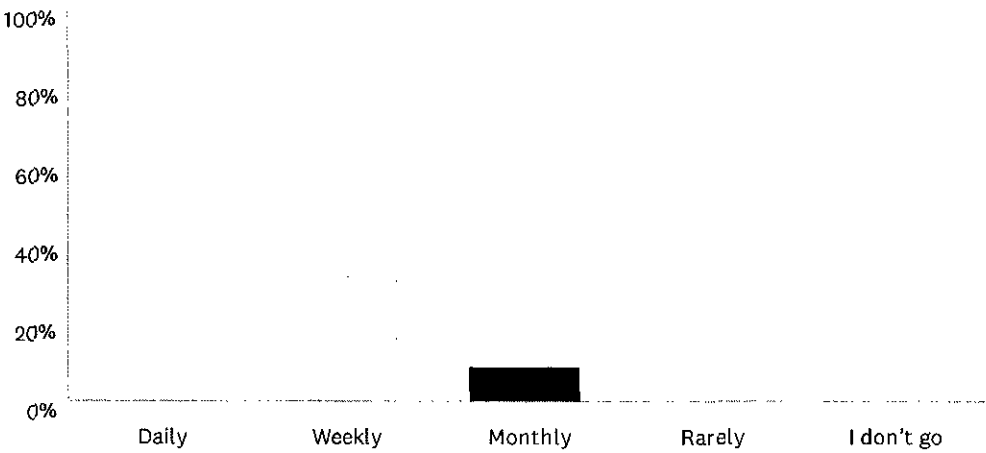
Daily
Weekly
Monthly
Rarely
I don't go
TOTAL

RESPONSES

23.28%	27
56.90%	66
13.79%	16
6.03%	7
0.00%	0
	116

Q6 How often do you travel through the study area?

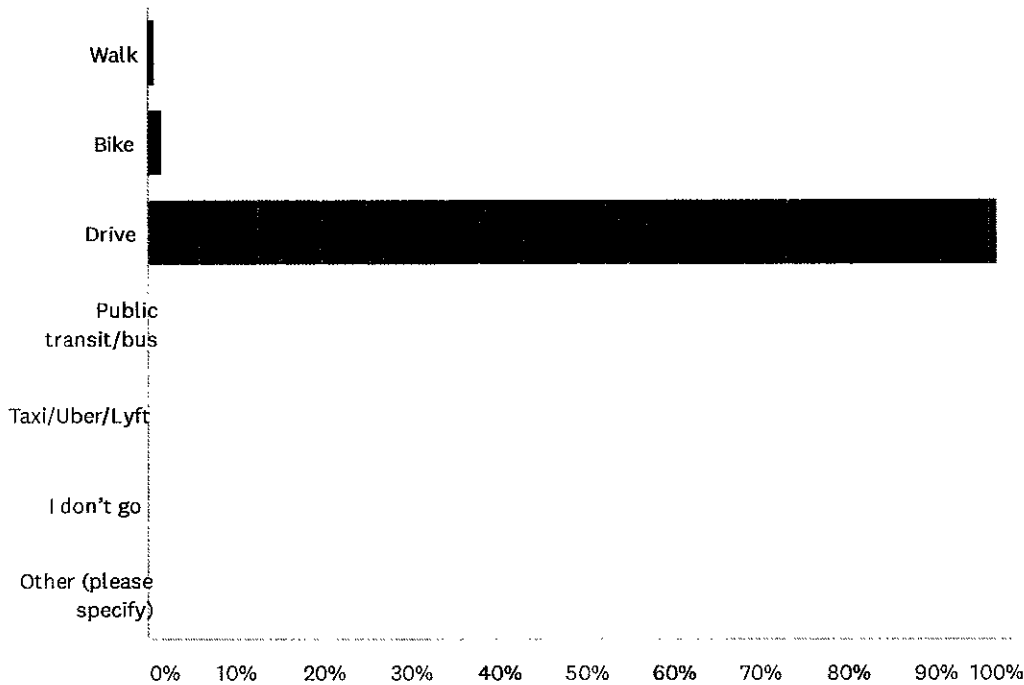
Answered: 115 Skipped: 5



ANSWER CHOICES	RESPONSES	
Daily	59.13%	68
Weekly	32.17%	37
Monthly	8.70%	10
Rarely	0.00%	0
I don't go	0.00%	0
TOTAL		115

Q7 How do you usually get to the study area?

Answered: 116 Skipped: 4



ANSWER CHOICES	RESPONSES	
Walk	0.86%	1
Bike	1.72%	2
Drive	97.41%	113
Public transit/bus	0.00%	0
Taxi/Uber/Lyft	0.00%	0
I don't go	0.00%	0
Other (please specify)	0.00%	0
TOTAL		116

#OTHER (PLEASE SPECIFY)DATE

There are no responses.

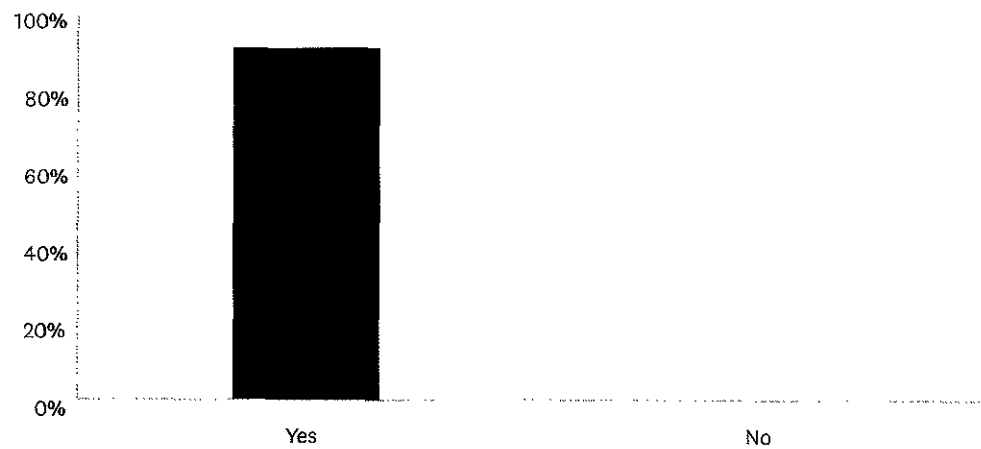
Q8 If you answered "I don't go" please indicate why.

Answered: 0 Skipped: 120

#	RESPONSES	DATE
	There are no responses.	

Q9 Would you support intersection improvements at Northline Road and Route 50 such as additional turn lanes or a roundabout?

Answered: 115 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	91.30%	105
No	8.70%	10
TOTAL		115

NYS Route 50 Corridor Enhancement Study

#	PLEASE EXPLAIN WHY	DATE
1	traffic has become very difficult at that intersection, especially during rush hours at beginning and end of day, so improvement is needed.	10/3/2020 2:35 PM
2	The light at 50 and northline can get very backed up and take a long time to get through	10/2/2020 11:08 PM
3	Roundabout, that light is brutal. Northline has it green way longer than rt.50	10/2/2020 11:36 AM
4	Northline Road and Rt 50 would greatly benefit from a roundabout for a multitude of reasons. They have proven to be very safe and useful at exit 12. Additionally, roundabouts would be useful at both Old Post Rd / Northline Road as well as Malta Avenue / Northline Road however I understand this is outside the scope of this project.	10/1/2020 8:16 AM
5	I've gotten in an accident at this intersection.	9/30/2020 2:47 PM
6	No roundabouts.	9/30/2020 1:50 PM
7	Depending on the time of day there are large traffic back ups in every direction. Don't like roundabouts they increase minor accidents.	9/29/2020 1:02 PM
8	it is congested, traffic gets very backed up and many accidents seem to happen	9/29/2020 12:57 PM
9	absolutely not a roundabout - they are terrible. Also am not a fan of increased traffic and development on this corridor	9/29/2020 9:00 AM
10	Need more lanes for traffic & it's difficult for big trucks to turn there	9/28/2020 11:06 PM
11	roundabouts are mess	9/28/2020 7:58 PM
12	Roundabouts are efficient for heavy traffic	9/28/2020 7:25 PM
13	To much back long of traffic in on either side of the intersection while traveling on north line road...traffic often back up Rowland st when traveling eastbound and a good portion of the way down toward the kayak launch during peak hrs	9/28/2020 5:12 PM
14	A roundabout would be nice for improved safety for traffic and pedestrians, but not additional lanes. Additional lanes do not help solve traffic issues, and they make it less accessible to pedestrians.	9/28/2020 12:56 PM
15	I do not like round abouts	9/27/2020 8:33 PM
16	I currently live in Malta and it's clear that the roundabouts are a significantly safer and more efficient way of moving heavy traffic through the intersections.	9/27/2020 2:39 PM
17	Often times traffic is backed up	9/27/2020 11:40 AM
18	need turn lanes, traffic is congested .	9/26/2020 10:40 PM
19	It doesn't take much to get the traffic backed up	9/26/2020 7:56 PM
20	Very difficult to turn left onto Route 50 north from Northline Rd	9/26/2020 11:39 AM
21	I avoid the area rather than making a left turn from the west onto Route 50 because I am not fond of risking my life because of the limited vision on the east side of Route 50. It is obvious that no one in transportation cares the least about drivers going north at that intersection coming from the west, the only direction without a left turn signal. VERY unconcerned.	9/26/2020 10:48 AM
22	Lines of traffic are very long- in both directions on both roadways.	9/26/2020 10:38 AM
23	Please!!! I feel very unsafe at that intersection when I need to make a turn.	9/26/2020 10:21 AM
24	Both of these improvement ideas, especially if they involve a reduction of shoulder widths, represent impediments to bike/pedestrian safety and throughput.	9/26/2020 10:18 AM
25	Trying to make a left turn from Northline Road going to Saratoga is a disaster especially in the PM when people are going home.	9/25/2020 1:18 PM
26	Yes turn lanes, but NOT a roundabout!	9/23/2020 7:08 PM
27	Turn lanes would be fine, roundabouts would have to be squeezed in and more of a hassle than they're worth	9/23/2020 12:26 PM

NYS Route 50 Corridor Enhancement Study

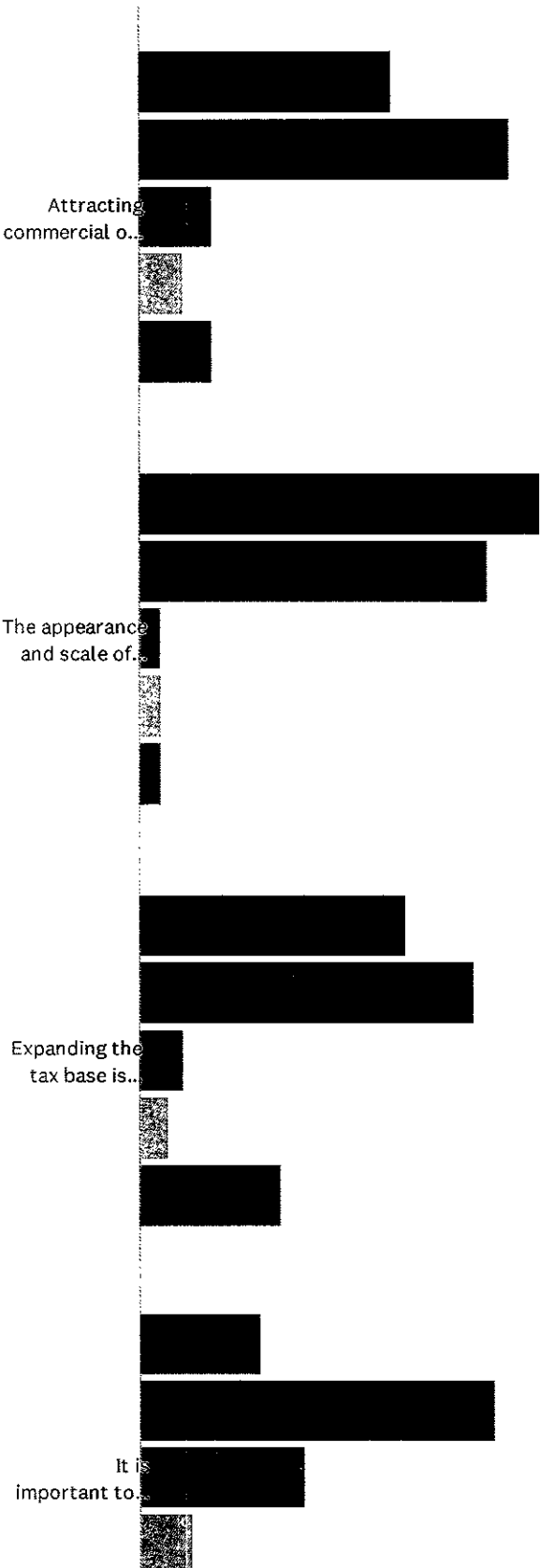
28	Traffic is backed up on Northline Rd all the time, I live at 212 Northline Rd and to get out or in my driveway for work or rush hour is awful and at intersection with Route 50 and Northline there is no green arrow to take a left to go towards Saratoga on our side and it is very dangerous	9/22/2020 7:02 PM
29	The traffic flow through this area screams for a roundabout! If one can be successful at the intersection of 146/146A, it can surely work here. And, while you're at it put one at Rowland/Geyser!	9/22/2020 10:53 AM
30	Traffic has become heavy, and making a left turn onto 50 north is treacherous at times.	9/21/2020 7:36 PM
31	Traffic is always backed up and it might make the flow of traffic better	9/21/2020 3:15 PM
32	I would support turn lanes but not a roundabout.	9/21/2020 10:49 AM
33	Left turns through that intersection can be risky	9/20/2020 9:11 PM
34	Traffic back-up are an issue particularly on Northline Road	9/20/2020 7:55 PM
35	needed turn lane improvements	9/20/2020 7:03 PM
36	turn lanes only	9/20/2020 3:31 PM
37	commerce at the intersection has driveways too close to traffic signal, poor signage, unkept zoning signage, illegal turning causing accidents/near misses/backed up traffic-no turn signs there for a reason	9/20/2020 12:59 PM
38	Turn lanes and green arrows on traffic signals would help to keep traffic moving. A roundabout would help also. When vehicles are stopped, there is pollution from them idling vehicles. There are more chances for rear end collisions and other accidents. Keep the traffic moving!	9/20/2020 8:47 AM
39	Too narrow of a traffic flow	9/19/2020 5:33 PM
40	I have witnesses numerous traffic tie ups, accidents and near miss accidents at this intersection.	9/19/2020 4:09 PM
41	No roundabout to dangerous	9/19/2020 1:23 PM
42	Absolutely a round about! ASAP the light is causing backups all the way to Malta ave and old post rd at high traffic times etc	9/19/2020 11:57 AM
43	traffic continues to increase at this intersection	9/19/2020 11:17 AM
44	The junction is very dangerous for cyclists	9/18/2020 6:30 PM
45	The light at that intersection does not efficiently handle the traffic	9/18/2020 2:18 PM
46	Ease the traffic flow	9/18/2020 7:47 AM
47	Heavy volume, speeders through intersection and an accident/fatality waiting to happen	9/17/2020 10:47 PM
48	No roundabout but a turn signal to go from Northline North on Route 50 would be great. Cannot see cars going West because of a rise in the road and the left turn is dangerous without stopping traffic heading to the intersection.	9/17/2020 4:24 PM
49	traffic backs up in that area horribly	9/17/2020 3:45 PM
50	no roundabout	9/17/2020 12:20 PM
51	during busy time can be difficult to make a left hand turn from Northline to RT. 50 North	9/16/2020 9:04 AM
52	It is a dangerous intersection, especially to turn left, or if you are on a bike!	9/15/2020 9:46 PM
53	Corner backs up during rush hour and in the summer during events	9/15/2020 9:40 PM
54	I dont think traffic is bad enough to support	9/15/2020 9:30 PM
55	its a terrible intersection. i live at 231 northline and there is quite frequently a backup to my residence. going east on northline, there is no turn lane to go north to saratoga. I think a roundabout would be a good souldution there. unfortunately they are building a new building on that corner, it will be difficult to appropriate the land for a roundabout.	9/15/2020 9:25 PM
56	There is not a left turn lane onto 50 going N from Northline	9/15/2020 1:58 PM

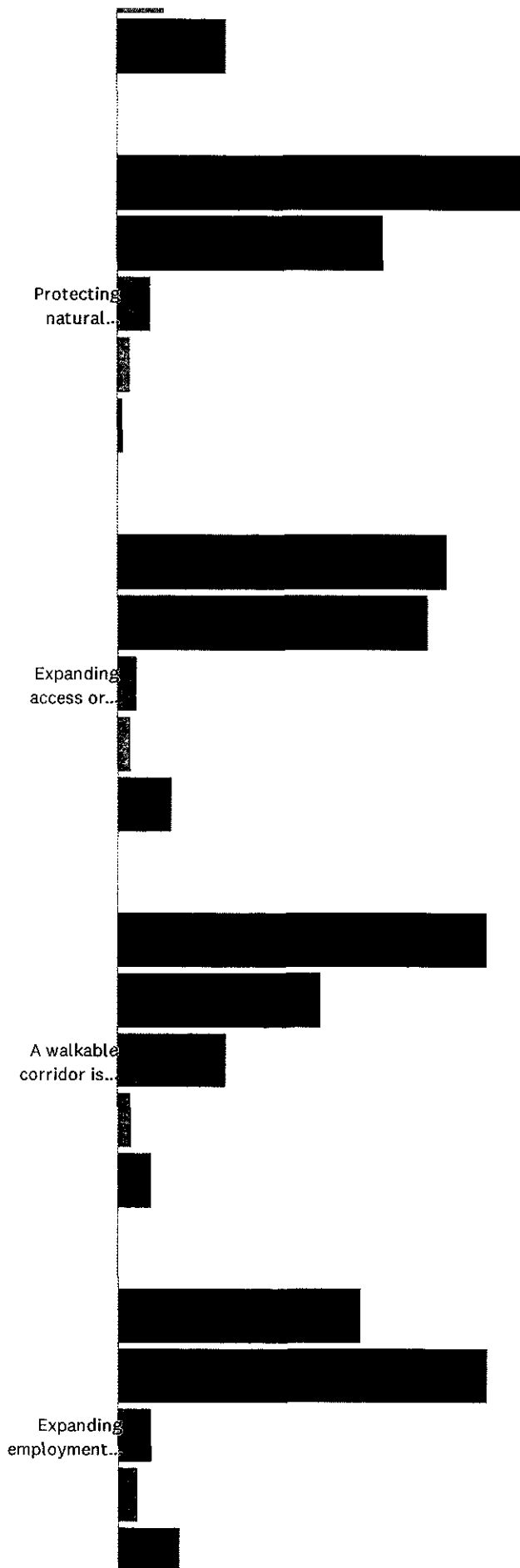
NYS Route 50 Corridor Enhancement Study

57	a VERY delayed traffic area when turning in any direction	9/15/2020 10:08 AM
58	There needs to be a turning lane traveling east on Northline and making a left onto Route 50 towards Saratoga Springs. It is very hard when trying to make a left onto Route 50 with oncoming cars going straight on Northline Road. I have seen, and have almost been, involved in an accident when trying to turn left onto Route 50 from Northline Road.	9/15/2020 5:33 AM
59	any improvement to traffic flow and safety of all users is welcome	9/14/2020 1:58 PM
60	too many cars	9/14/2020 11:21 AM
61	This is a difficult intersection and traffic builds up causing people to make dangerous moves.	9/14/2020 10:14 AM
62	When traveling east on Northline Road, it is very difficult to execute a left hand turn onto Rt. 50. This is the ONLY left hand turn at that intersection that does not have a turn lane with arrow.	9/14/2020 10:08 AM
63	Against turnabouts	9/14/2020 8:55 AM
64	The intersection is horribly congested at certain times of day.	9/14/2020 8:54 AM
65	Turning Lanes, not Roundabout. While Roundabouts efficiently managing traffic, I feel the Village of BS needs breaks in the traffic that only a traffic signal would provide, especially southbound traffic from concerts at SPAC. Similar to the rational of the traffic light on Eastline and Rt 67. Your study should include a Roundabout at Rt 50 and South Street, which has grown into a very busy and confusing intersection to navigate.	9/14/2020 8:52 AM
66	It's always better if traffic keeps moving. It's bad at rush hour between there and the bottleneck in Ballston spa which is very bad.	9/14/2020 8:12 AM
67	For cyclist safety and access	9/11/2020 8:28 PM
68	area is very congested at peak travel times in morning and evening	9/11/2020 2:41 PM
69	right turning lane would be helpful	9/11/2020 9:39 AM
70	Dangerous to take turns as it is currently setup	9/10/2020 12:40 PM
71	Improvements are needed but they should be pedestrian and bicycle friendly too	9/8/2020 10:47 AM
72	Traffic signal lasts a very long time when travelling along Route 50. A roundabout may be the most effective addition to the intersection, however efforts must be directed to slowing down southbound traffic considerably coming into that intersection, as many cars are coming into that area travelling 60+ mph	9/8/2020 8:18 AM
73	There is always traffic backed up on Northline. It's dangerous to turn left onto 50, no matter direction you come from. There is confusion about drivers pulling in and out of Stewart's and Sunmark.	9/6/2020 8:13 AM
74	To help with traffic flow and to reduce wait times	9/4/2020 1:30 PM

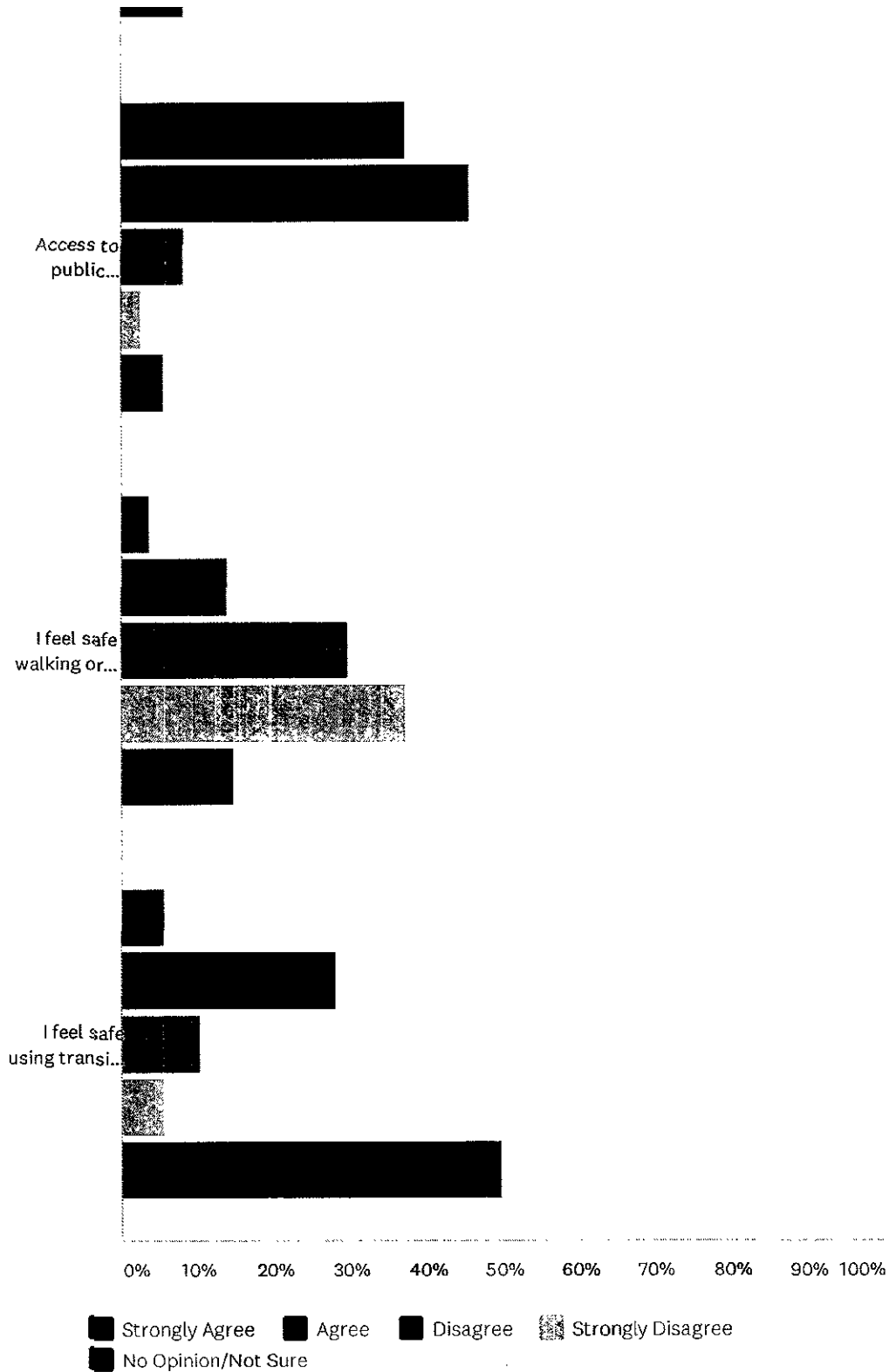
Q10 Within the corridor, how do you feel about the following?

Answered: 110 Skipped: 10





NYS Route 50 Corridor Enhancement Study

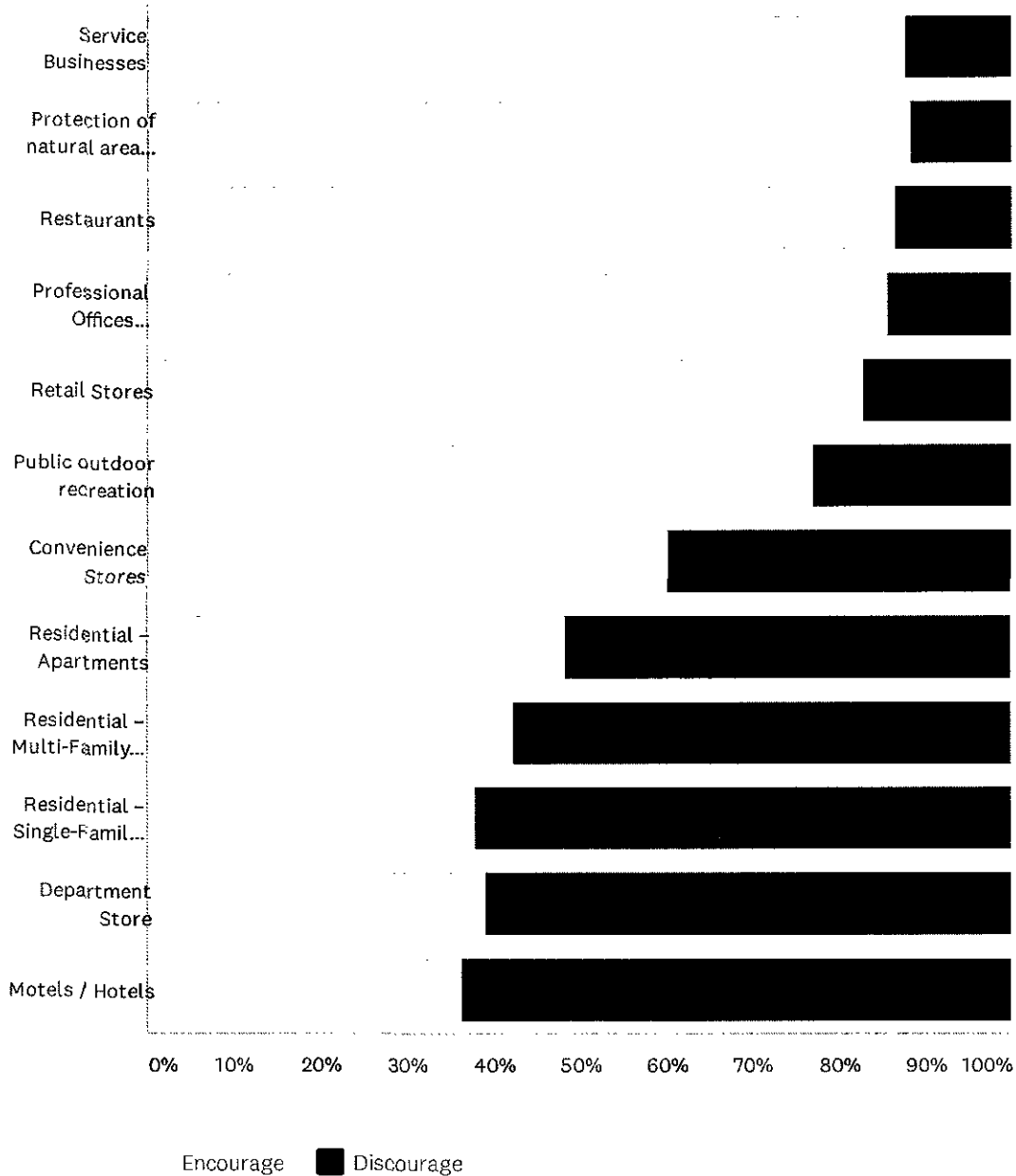


NYS Route 50 Corridor Enhancement Study

	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	NO OPINION/NOT SURE	TOTAL
Attracting commercial or retail development is important	30.91% 34	45.45% 50	9.09% 10	5.45% 6	9.09% 10	110
The appearance and scale of commercial and retail development is important	49.09% 54	42.73% 47	2.73% 3	2.73% 3	2.73% 3	110
Expanding the tax base is important	32.73% 36	40.91% 45	5.45% 6	3.64% 4	17.27% 19	110
It is important to provide a range of housing options	14.81% 16	43.52% 47	20.37% 22	6.48% 7	14.81% 16	108
Protecting natural resources and sensitive environmental area is important	55.96% 61	36.70% 40	4.59% 5	1.83% 2	0.92% 1	109
Expanding access or connections to recreational opportunities in the Town is important	45.45% 50	42.73% 47	2.73% 3	1.82% 2	7.27% 8	110
A walkable corridor is important	50.93% 55	27.78% 30	14.81% 16	1.85% 2	4.63% 5	108
Expanding employment opportunities is important	33.33% 36	50.93% 55	4.63% 5	2.78% 3	8.33% 9	108
Access to public transportation is important	37.38% 40	45.79% 49	8.41% 9	2.80% 3	5.61% 6	107
I feel safe walking or biking along the corridor	3.74% 4	14.02% 15	29.91% 32	37.38% 40	14.95% 16	107
I feel safe using transit on the corridor	5.66% 6	28.30% 30	10.38% 11	5.66% 6	50.00% 53	106

Q11 Would you encourage or discourage the following LAND USES in the study area? Select one per row.

Answered: 109 Skipped: 11



NYS Route 50 Corridor Enhancement Study

	ENCOURAGE	DISCOURAGE	TOTAL
Service Businesses	87.88%	12.12%	
	87	12	99
Protection of natural areas /open space	88.57%	11.43%	
	93	12	105
Restaurants	86.67%	13.33%	
	91	14	105
Professional Offices (medical, legal, technology)	85.85%	14.15%	
	91	15	106
Retail Stores	83.17%	16.83%	
	84	17	101
Public outdoor recreation	77.36%	22.64%	
	82	24	106
Convenience Stores	60.40%	39.60%	
	61	40	101
Residential – Apartments	48.51%	51.49%	
	49	52	101
Residential – Multi-Family Units	42.57%	57.43%	
	43	58	101
Residential – Single-Family Homes	38.24%	61.76%	
	39	63	102
Department Store	39.42%	60.58%	
	41	63	104
Motels / Hotels	36.54%	63.46%	
	38	66	104

Q12 What other land uses would you encourage in the study area?

Answered: 35 Skipped: 85

NYS Route 50 Corridor Enhancement Study

#	RESPONSES	DATE
1	water park	10/2/2020 11:39 AM
2	Recreational outside of small local business is extremely important.	10/1/2020 8:23 AM
3	Convenience stores, small retail businesses and a dog friendly park.	9/30/2020 2:52 PM
4	New restaurants, dog and people park, trails.	9/30/2020 1:53 PM
5	Other than improving the intersections and turn lanes, nothing. There is already too much traffic.	9/29/2020 1:08 PM
6	Keep open space!! No dense population	9/28/2020 11:13 PM
7	sidewalk and crosswalk	9/28/2020 8:04 PM
8	sidewalk and crosswalk would be nice	9/28/2020 7:51 PM
9	Dedicated bike lanes...if warranted by amount of bicycle/ pedestrian traffic	9/28/2020 5:16 PM
10	Would love to see more specialty stores and restaurants to bring people into the area. Get people into the area to spend quality time shopping and dining to increase the tax base and to have places nearby for residents to enjoy instead of driving far to enjoy themselves.	9/27/2020 11:50 AM
11	dog/fitness park	9/26/2020 11:33 AM
12	I think having parks would be nice, however route 50 is extremely busy so I think the expansion of sidewalks for pedestrians would be more useful	9/23/2020 12:31 PM
13	Grocery Store	9/22/2020 7:07 PM
14	N/A	9/22/2020 11:41 AM
15	Update the old Ricketts laundry facility, this is the biggest eye sore of the study area.	9/21/2020 10:16 AM
16	small businesses, restaurants and housing	9/20/2020 7:59 PM
17	Not much left there to preserve other than the Northline Nature preserve and the wetlands on Rt. 50. Further North on Rt. 50 past the car wash could accommodate commerce easier than the intersection.	9/20/2020 1:12 PM
18	Safe bike lanes (similar to recent bike path installed on Geyser Rd) would be wonderful!!	9/19/2020 4:13 PM
19	a cohesive plan that incorporates all of question #11's answers to bring a vibrant and sustainable area for businesses, residents, and visitors/tourists (you border SPAC, Saratoga, Saratoga lake, Farms, wineries and Breweries and the very close to ADK park) your opportunity is HUGE if done well.	9/19/2020 12:30 PM
20	Business in support of agriculture	9/19/2020 11:26 AM
21	Residential / town home / condominium housing as well as restaurants and other service based companies.	9/18/2020 2:25 PM
22	Nature trails and connector trails	9/18/2020 1:30 PM
23	Tear down abandoned buildings especially RICKETTS LAUNDRY,apartment buildings	9/18/2020 7:21 AM
24	Hiking or biking trails	9/17/2020 4:28 PM
25	leave it as it is besides improving the roadway and maybe knock down that white house under the bridge that keeps conducting business on their property that smells like decomposition and rot	9/17/2020 3:47 PM
26	ellsworth commons like development	9/17/2020 12:25 PM
27	Bike lanes and sidewalks	9/15/2020 9:51 PM
28	i would like to see downtown BS be more bicycle friendly. Route 50 going into the villiage has very wide shoulders, but as soon as you're past north street I really don't feel save on a bike	9/15/2020 9:37 PM
29	Driving range, batting cages	9/15/2020 2:05 PM
30	I would encourage light industrial that utilizes the rail.	9/14/2020 10:18 AM

NYS Route 50 Corridor Enhancement Study

31	Setback retail/professional/commercial buildings with parking and sidewalks in front of building. Ellsworth Commons in Malta is a perfect example of a failed mix use project. Strict height limits of these building.	9/14/2020 9:22 AM
32	Bike path.	9/14/2020 8:21 AM
33	Governmental buildings, police/Sheriff station	9/10/2020 1:55 PM
34	Safe, well lit biking connectors for Zim Smith trail NOT involving the 50/Northline intersection. Using the Saratoga Ave. connection would be best.	9/10/2020 12:49 PM
35	No opinion other than as previously expressed	9/8/2020 8:22 AM

Q13 What land uses would you discourage in the study area?

Answered: 43 Skipped: 77

NYS Route 50 Corridor Enhancement Study

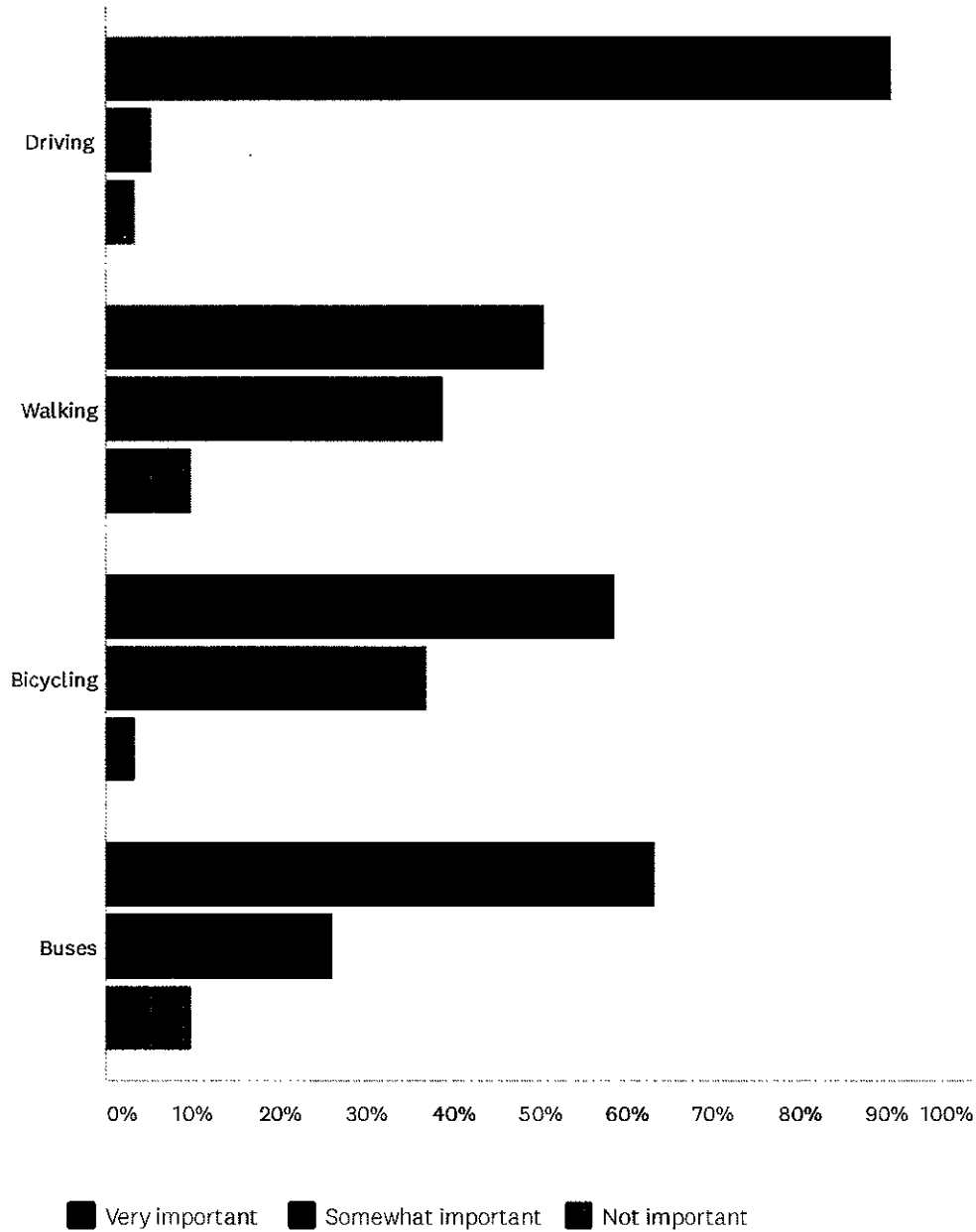
#	RESPONSES	DATE
1	high rise apartments	10/2/2020 11:39 AM
2	Housing and large box stores.	9/30/2020 2:52 PM
3	Industrial uses.	9/30/2020 1:53 PM
4	Anything that brings more traffic.	9/29/2020 1:08 PM
5	Discourage Dollar Stores; Tire and Automobile Shop; discourage large paved parking lots that can be seen from the road	9/29/2020 9:05 AM
6	business and anymore traffic	9/28/2020 8:04 PM
7	roundabouts and more buildings	9/28/2020 7:51 PM
8	Housing	9/28/2020 5:16 PM
9	Parking lots abutting the street in particular	9/28/2020 1:56 PM
10	Hotels. factories, more gas stations	9/27/2020 8:39 PM
11	Please, please, please limited fast food places. Keep the small town feel with nicer stores and restaurants. Does not need to be upscale...just not fast food. There is enough of those.	9/27/2020 11:50 AM
12	those which reduce traffic corridor safety or disregard the streetscape attractiveness	9/26/2020 11:33 AM
13	No Walmart or anything along those lines. Too big!	9/26/2020 10:28 AM
14	No more apartments!	9/23/2020 7:12 PM
15	The large condos/office buildings that you see pop up in Saratoga all of the time. I think it would take away from the historic charm ballston spa has.	9/23/2020 12:31 PM
16	N/A	9/22/2020 11:41 AM
17	Trailer parks unless they were put behind the businesses.	9/22/2020 11:09 AM
18	Multi-family homes. Get nicer apartment complexes to encourage higher-income renters to move.	9/21/2020 10:16 AM
19	Retail that would necessitate massive expanses of parking such as at Ocean State	9/20/2020 7:59 PM
20	large commercial business	9/20/2020 7:12 PM
21	High traffic convenience stores -that have driveways close to intersection. Because: It's a heavily traveled area without much chance in widening the RR bridge for extra turn lane space thereby limiting thrufare. No one obeys no turn signs and law enforcement does not enforce, town does not upkeep signs set forth thru zoning approval conditions. Allow for future community growth, maintain road side -flexibilitythereby think ahead-do not place buildings close to road, do not plant trees close to road that 1)block views 2) grow into power lines costing tree maintenance 3) die from road salt 4) hit by trucks 5) allow for road widening in 20 years.	9/20/2020 1:12 PM
22	over-developed tract housing, and large subdivisions, business parks and doctor medical offices create bedroom communities at best which lack life, luster and vibrancy and attracts/retains less visitors than multi-use recession proof communities in a POST COVID society look to Lake Placid, Bolton Ldg Lk George, Saratoga spgs, Hudson NY, Nyack NY, Princeton/Red Bank NJ NOT Latham, Colonie, Clifton Park, and Northern New Jersey.	9/19/2020 12:30 PM
23	dollar stores and other places that sell cheap stuff and put local shops out of business	9/19/2020 11:26 AM
24	homes	9/19/2020 9:12 AM
25	Hotels and /or motels would not be a good use of this corridor serving the northern Ballston Spa and southern Saratoga citizens. I would not like to see a large retail mall in this area.	9/18/2020 2:25 PM
26	Big box development	9/18/2020 1:30 PM
27	No more housing/apartments need to be built	9/18/2020 7:52 AM
28	Apartment buildings we have enough.	9/18/2020 7:21 AM

NYS Route 50 Corridor Enhancement Study

29	Retail - there is plenty of that.	9/17/2020 4:28 PM
30	any commercial residence in that area would be unecessary and would overflow any hard earned roadway improvements	9/17/2020 3:47 PM
31	public housing, single houses	9/17/2020 12:25 PM
32	Commercial development that would bring traffic from other communities	9/15/2020 10:16 PM
33	Apartment buildings!	9/15/2020 9:51 PM
34	anything that generates high traffic volumes such as a big box store. an exception to that would be a supermarket.	9/15/2020 9:37 PM
35	residential homes	9/15/2020 2:05 PM
36	I would discourage recreation. There are plenty of other places in the area where people can go and enjoy the outdoors.	9/14/2020 10:18 AM
37	more gas stations, large multi-store developments, strip malls	9/14/2020 10:12 AM
38	Parks and recreation. Any type of Residential.	9/14/2020 9:22 AM
39	The entire area is becoming over saturated with multi-family condo / apartment development. While there's been a strong market in the last 10 years, these are long term uses and I fear a decline in renters or economic downturn will result in a lot of poorly maintained or abandoned developments that become a blight on the area.	9/14/2020 9:01 AM
40	Homes As I believe they would be too close to busy road. Apartments perhaps but same issue. To me it should be a good balance w the environment and not ugly strip malls as are there already. Leave a tree corridor or green space!!!	9/14/2020 8:21 AM
41	Road side walking unless speed limits are dropped significantly.	9/10/2020 12:49 PM
42	Milton should avoid looking like North Ballston. This area should become an extension of the Village of Ballston Spa instead of the usual car focused strip center development.	9/8/2020 10:52 AM
43	Housing should be limited or eliminated in this area, as it is heavily commercial already and situated along a very busy route.	9/8/2020 8:22 AM

Q14 How important is it for Route 50 to accommodate all types of transportation? Select one per row.

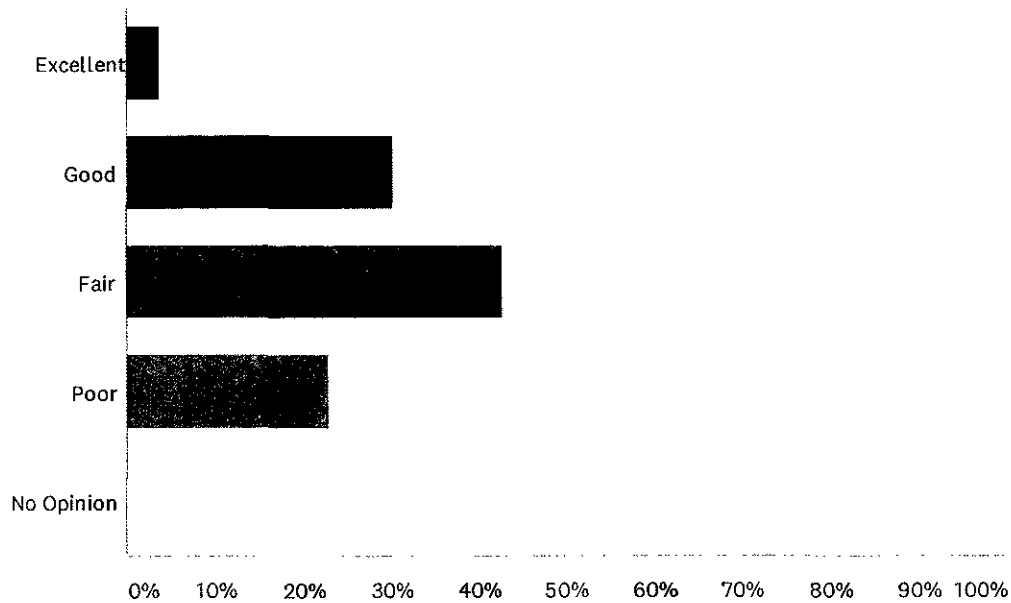
Answered: 110 Skipped: 10



	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Driving	90.91% 100	5.45% 6	3.64% 4	110
Walking	50.91% 56	39.09% 43	10.00% 11	110
Bicycling	59.09% 65	37.27% 41	3.64% 4	110
Buses	63.64% 70	26.36% 29	10.00% 11	110

Q15 How would you rate the overall environment, experience, and aesthetics of the study area?

Answered: 109 Skipped: 11



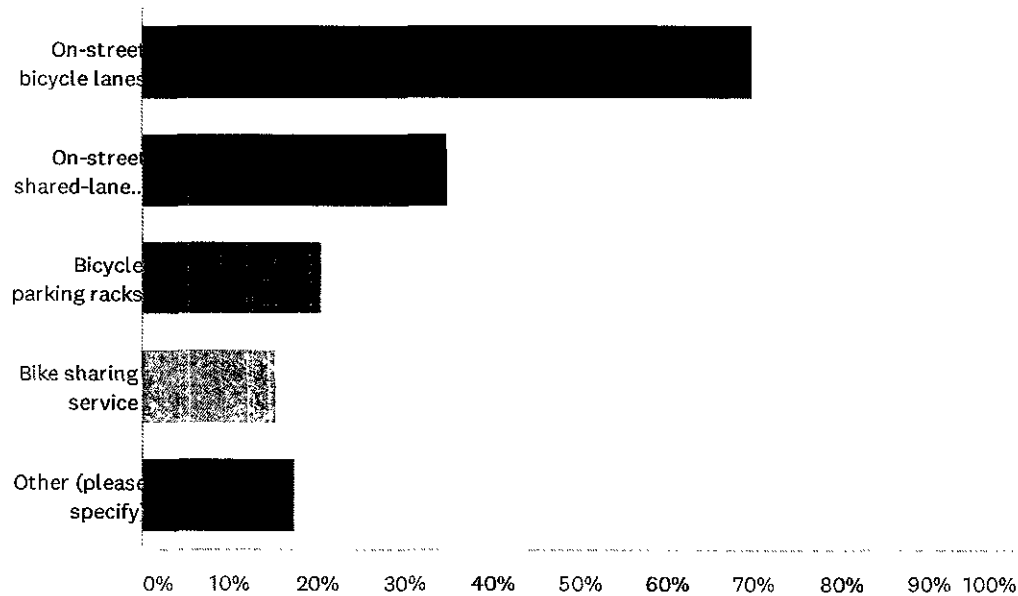
ANSWER CHOICES

RESPONSES

Excellent	3.67%	4
Good	30.28%	33
Fair	43.12%	47
Poor	22.94%	25
No Opinion	0.00%	0
TOTAL		109

Q16 What bicycle facilities would you like to see, if any? (select up to 2)

Answered: 97 Skipped: 23



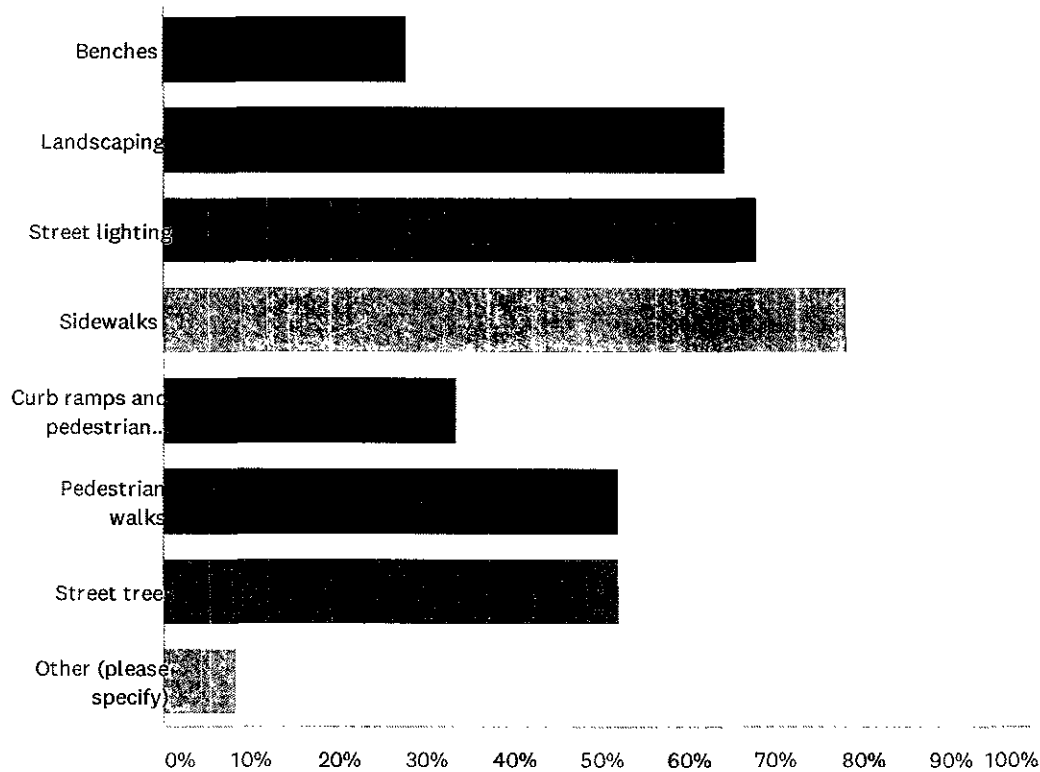
ANSWER CHOICES	RESPONSES	
On-street bicycle lanes	70.10%	68
On-street shared-lane markings (sharrows)	35.05%	34
Bicycle parking racks	20.62%	20
Bike sharing service	15.46%	15
Other (please specify)	17.53%	17
Total Respondents: 97		

NYS Route 50 Corridor Enhancement Study

#	OTHER (PLEASE SPECIFY)	DATE
1	None	9/29/2020 1:08 PM
2	not sure about this	9/27/2020 11:50 AM
3	signage for motorists to maintain safe clearance while passing cyclists, signs directing traffic to natural/recreational space beyond the corridor such as Woods Hollow Nature Preserve, Gray's Crossing, Malta Ecological Park, Saratoga Spa State Park	9/26/2020 11:33 AM
4	Bike lane next to road not in the road	9/26/2020 10:28 AM
5	As a life-long bicyclist, including commuting up to 15 miles to work each way 12 months a year, I have concluded that I prefer and, am convinced that most people prefer, a designated bike path parallel to the roadway instead of bike lanes in the road. Examples that work great are in Clifton Park along 146A, Moe Rd, etc. Pedestrians and cyclists and roller-bladers and skate-boarders, scooter riders can co-exist. Off-road bike paths would encourage families to bike together; on-road bike lanes will not. With the increase of things in our cars demanding attention, bikers are more at risk than ever. Please, put multi-use paths parallel to the corridor! As far as I know, it's never been done around here. Be brave! Be the first! You'll	9/22/2020 11:09 AM
6	Access to the Zim Smith Trail, if it is expanded northward.	9/21/2020 7:40 PM
7	bike trail connecting to Geyser Road trail and State Park	9/20/2020 6:44 PM
8	not much bicycle traffic in the area, maintain wide enough paved shoulders to use	9/20/2020 1:12 PM
9	I would HIGHLY caution against every business having it's own individual entrance and egress on a state route like this. AKA every biz or stip is separated and increases traffic congestion overall. if you can park and walk to various shops, or use a service type road or lot you enhance experience while reducing traffic congestion, parking frustration/fatigue and improve air quality. it is a win-win where it is possible. for example if I live in a mixed use apartment and a 1/2 mi away is a great restaurant like Leon's for example why would I want to drive ?? & park same with quick trip to get milk, take out etc.	9/19/2020 12:30 PM
10	lighting is not good enough for bikes at night, however adding a ton of lights would destroy any rural look.	9/19/2020 11:26 AM
11	Off road trails	9/17/2020 4:28 PM
12	Dedicated Bike paths	9/15/2020 9:51 PM
13	I would like to see northline widened to include bike lanes and sidewalks. I live on northline, and would willingly give up 10 or 15 feet for an increased right of way.	9/15/2020 9:37 PM
14	off street, separated-from-traffic bike lanes would be ideal	9/14/2020 2:02 PM
15	None.	9/14/2020 9:22 AM
16	Bike path	9/14/2020 8:21 AM
17	Own trail like Geyser road	9/10/2020 1:55 PM

Q17 Streetscape elements are functional and aesthetic items in an area such as items listed below. What streetscape elements would you like to see, if any? (select up to 3)

Answered: 107 Skipped: 13



ANSWER CHOICES

RESPONSES

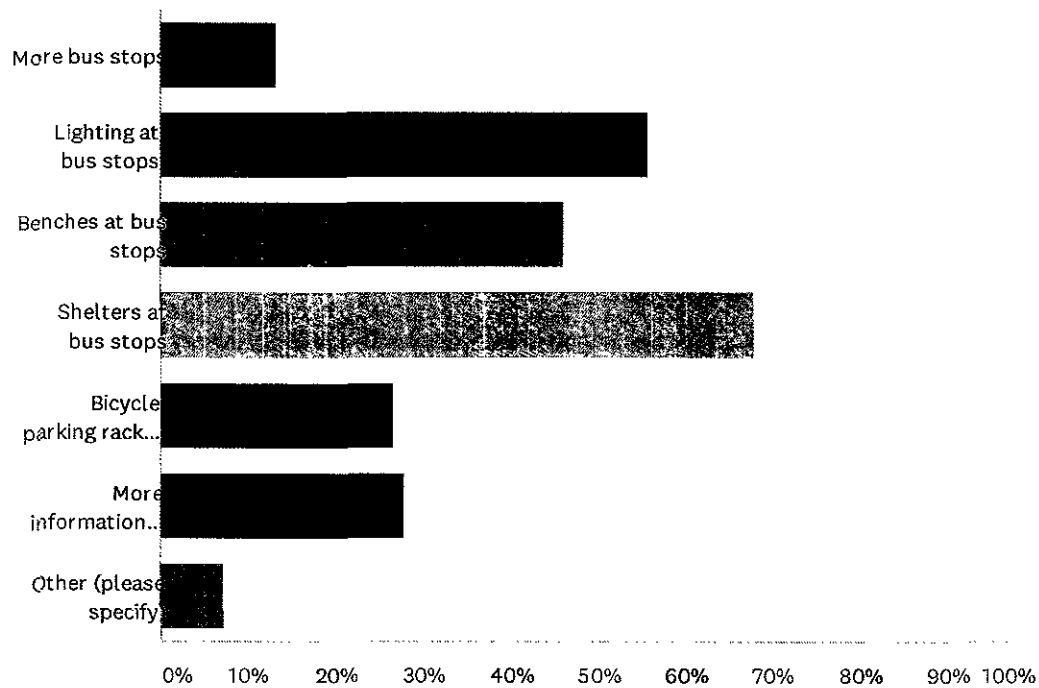
Benches	28.04%	30
Landscaping	64.49%	69
Street lighting	68.22%	73
Sidewalks	78.50%	84
Curb ramps and pedestrian accessibility improvements	33.64%	36
Pedestrian walks	52.34%	56
Street trees	52.34%	56
Other (please specify)	8.41%	9
Total Respondents: 107		

NYS Route 50 Corridor Enhancement Study

#	OTHER (PLEASE SPECIFY)	DATE
1	Sidewalks only if they're 10 feet wide and allow bicyclists use.	9/22/2020 11:09 AM
2	see above, trees/landscaping nice but not if you don't plan for future growth of shrubs/trees and traffic and road widening-waste of tax dollars	9/20/2020 1:12 PM
3	PLEASE NO orange haze HPS lights w/out caps on top like the victorian style ones Saratoga used en masse. They are inefficient throwing light upwards and into buildings/homes and less on the streets and walks where needed. LED with downlight caps/hoods are safer and more efficient i(cheaper for towns) in long run. less LIGHT POLLUTION see "Dark Skies initiative" could possible get grants or bragging rights to boot	9/19/2020 12:30 PM
4	Creating special walking lanes where there is no business to walk to makes no sense. Waste of money to put sidewalks where people don't walk (see the route 67 cluster of circles)	9/19/2020 11:26 AM
5	demolish old launtry & car wash	9/19/2020 9:12 AM
6	Any lights should be shielded to prevent sky light	9/16/2020 9:00 AM
7	Do not encourage loitering by installing benches or pedestrian walkways. Pull overs lanes for all bus stops so traffic and continue to flow. Some street lighting is needed, but the Town of Milton lighting standard is too close, tree's were planted too close, and now need pruning that will result in ugly mess, and grass between walkway and road is not maintained.. all weeds/not grass. Any landscape initiative much include budget for maintenance and snow removal, not on the backs of residential property taxes.	9/14/2020 9:22 AM
8	Some ambulance of nice architecture w the buildings.	9/14/2020 8:21 AM
9	More protective bus stop shelters for those that use those facilities.	9/10/2020 12:49 PM

Q18 What transit amenities would you like to see, if any? (select up to 3)

Answered: 82 Skipped: 38



ANSWER CHOICES

RESPONSES

More bus stops	13.41%	11
Lighting at bus stops	56.10%	46
Benches at bus stops	46.34%	38
Shelters at bus stops	68.29%	56
Bicycle parking racks at bus stops	26.83%	22
More information about bus routes and schedules	28.05%	23
Other (please specify)	7.32%	6
Total Respondents: 82		

NYS Route 50 Corridor Enhancement Study

#	OTHER (PLEASE SPECIFY)	DATE
1	pedestrian walk planned in coordination with CDTA for incoming southbound visitors/employees	9/26/2020 11:33 AM
2	electric scooter shares by private Co.s are gaining traction nationwide(with traffic laws implemented asap)Trolleys probably lose money but tying in with CDTA/ or Saratoga could be resident/tourist enhancing status and go with capturing more tourist dollars. Look into CLEAN CITIES PROGRAM for federal natural gas/ electric transportaion grants for DPW vehicle replacements, buses,trolleys etc could be bragging rights and unique 1st to area (ahead of Saratoga!) last unique; thing golf cart friendly lane and laws in village??	9/19/2020 12:30 PM
3	bus stops located closer to multi-family dwellings	9/19/2020 11:26 AM
4	Left hand turn lanes or no left turns within the Village Main St	9/17/2020 8:11 PM
5	Install pull overs at all Bus stops so traffic can pass safely.	9/14/2020 9:22 AM
6	Traffic control devices in and out of parking areas, ie: Pizza Hut end of Job Lots parking lot with access to Carosel Village on opposite side.	9/10/2020 12:49 PM

Q19 Please identify the top 3 concerns or challenges to the study area.

Answered: 75 Skipped: 45

ANSWER CHOICES	RESPONSES	
1	100.00%	75
2	93.33%	70
3	66.67%	50

NYS Route 50 Corridor Enhancement Study

#	1	DATE
1	attracting new businesses with reasonable taxes	10/3/2020 2:39 PM
2	Traffic congestion	10/2/2020 11:14 PM
3	traffic light on rt 50 & northline	10/2/2020 11:40 AM
4	additional impervious paving that comes with commercial development	10/2/2020 10:09 AM
5	Please stay Ballston Spa, By this I mean do not become Malta with mixed use facilities.	10/1/2020 8:37 AM
6	No walkway for bikers or walkers traveling to and from Saratoga Springs.	9/30/2020 2:55 PM
7	Speed people drive	9/30/2020 1:54 PM
8	Improve the aesthetics - look low-rent and uncoordinated (zoning?),	9/29/2020 3:48 PM
9	Traffic	9/29/2020 1:13 PM
10	Traffic back ups during commute times and whenever spac has an event	9/29/2020 1:05 PM
11	Overdevelopment by chain businesses	9/29/2020 9:08 AM
12	Traffic	9/28/2020 11:17 PM
13	traffic	9/28/2020 8:09 PM
14	Traffic traveling through the rt 50 on north line poses a delay in response for first responders	9/28/2020 5:17 PM
15	Spac	9/28/2020 3:23 PM
16	area is unsightly	9/27/2020 8:42 PM
17	Give residents/visitors 'reasons' to come to the area instead of going elsewhere	9/27/2020 12:00 PM
18	turn lanes	9/26/2020 10:59 PM
19	Traffic flow	9/26/2020 8:13 PM
20	Traffic	9/26/2020 8:06 PM
21	Development outside the study area driving more traffic passing through the corridor should not direct changes that disregards needs of those working/living in the corridor, nor ignore the concerns of those using the corridor for bike/ped/transit travel	9/26/2020 12:50 PM
22	Fuss to keep public spaces clean, inviting and useful	9/26/2020 11:03 AM
23	it's very heterogeneous- ugly commercial in some places, green residential in others.	9/26/2020 10:49 AM
24	Traffic flow needs help	9/26/2020 10:36 AM
25	Northline Road and Route 50	9/25/2020 1:22 PM
26	A lot of traffic	9/23/2020 10:25 PM
27	Walkability for pedestrians	9/23/2020 12:35 PM
28	The look of the area	9/23/2020 6:47 AM
29	Traffic	9/22/2020 7:09 PM
30	Safety	9/22/2020 11:18 AM
31	Increasing traffic	9/21/2020 7:47 PM
32	Safety for pedestrians	9/21/2020 10:17 AM
33	It is ugly	9/20/2020 8:07 PM
34	traffic flow	9/20/2020 7:17 PM
35	Traffic at Northline	9/20/2020 6:47 PM
36	growth limitations due to narrow RR bridge overpass/turn lane limitations	9/20/2020 1:18 PM

NYS Route 50 Corridor Enhancement Study

37	Balance between environmental concerns and the development of commercial enterprises	9/20/2020 8:52 AM
38	No one pays attention to the no left turn sign west of Route 50 on Northline Road	9/19/2020 5:37 PM
39	Traffic drives much too fast along the corridor	9/19/2020 4:22 PM
40	Old habits and thinking die hard, like roundabouts they are superior in everyway to lights even if your mother hates them	9/19/2020 1:44 PM
41	creating special lanes for bikes and/or pedestrians which will never be used, but inhibit vehicle traffic. Some roads are not really safe to walk on and we should not encourage it.	9/19/2020 11:31 AM
42	improve traffic flow	9/19/2020 9:15 AM
43	Drivers turning left into Stewart's on Northline backing up traffic traveling west	9/19/2020 7:42 AM
44	Safe cycling	9/18/2020 6:37 PM
45	Run down uninhabited old car wash across from Aldi's.	9/18/2020 4:49 PM
46	Walking safely	9/18/2020 2:28 PM
47	Land owners	9/18/2020 1:34 PM
48	Rickett's Laundromat	9/18/2020 7:56 AM
49	RICKETTS laundry	9/18/2020 7:28 AM
50	Route 50 & Northline Rd intersection revamp	9/17/2020 10:55 PM
51	Traffic Flow	9/17/2020 8:13 PM
52	South St. and Route 50 - Left turn going North is impossible without a traffic light. Pedestrians have a hard time crossing there as well.	9/17/2020 4:30 PM
53	smell from that white house under the bridge	9/17/2020 4:07 PM
54	no traffic circles	9/17/2020 12:26 PM
55	Traffic	9/15/2020 10:18 PM
56	Northline rd intersection and traffic	9/15/2020 9:52 PM
57	traffic flow in general	9/15/2020 9:42 PM
58	Pedestrian access	9/15/2020 4:24 PM
59	Safety	9/15/2020 2:12 PM
60	Downtrodden buildings and homes	9/15/2020 11:02 AM
61	3 corners of property are already owned operating businesses: a bank, credit union and Stewarts shop.	9/15/2020 10:15 AM
62	The intersection at Northline Road is dangerous and hard to navigate	9/15/2020 9:38 AM
63	traffic congestion	9/15/2020 5:43 AM
64	traffic speed	9/14/2020 2:07 PM
65	Increasing tax burden on property owners (I could have said this 3 times but wanted the next 2 included as well)	9/14/2020 10:32 AM
66	There isn't a clear vision for the corridor. What does this space want to be?	9/14/2020 10:21 AM
67	speed of travel along Rt. 50	9/14/2020 10:13 AM
68	It's a heavy traffic area to begin with, I don't think a focus on pedestrians and bicycles is appropriate	9/14/2020 9:10 AM
69	Looks	9/14/2020 9:00 AM
70	Keeping the corridor attractive and green as you enter towards the state park!	9/14/2020 8:25 AM
71	tough to cross the street or enter traffic	9/10/2020 2:02 PM

NYS Route 50 Corridor Enhancement Study

72	Rt 50/Northline needs a roundabout	9/10/2020 12:54 PM
73	lack of walkability	9/8/2020 10:56 AM
74	Traffic flow	9/8/2020 8:23 AM
75	Traffic	9/4/2020 1:36 PM

NYS Route 50 Corridor Enhancement Study

#	2	DATE
1	improving traffic flow	10/3/2020 2:39 PM
2	Bike lane	10/2/2020 11:40 AM
3	dangerous intersection at Route 50 Diner and Aldi's	10/2/2020 10:09 AM
4	Open up opportunities for single to two story business and not multi level.	10/1/2020 8:37 AM
5	No turning lanes on Northline Road to turn onto Route 50 towards Saratoga.	9/30/2020 2:55 PM
6	Traffic during spac	9/30/2020 1:54 PM
7	Increase Tax base	9/29/2020 3:48 PM
8	Intersections that don't accommodate the current increase in traffic	9/29/2020 1:13 PM
9	lack of safety for pedestrians	9/29/2020 1:05 PM
10	lack of long term vision and aesthetics	9/29/2020 9:08 AM
11	Do not over populate area, reduces our quality of life	9/28/2020 11:17 PM
12	speeding	9/28/2020 8:09 PM
13	Bicycle traffic in the road way	9/28/2020 5:17 PM
14	Woodland preserve	9/28/2020 3:23 PM
15	not well lit	9/27/2020 8:42 PM
16	Attracting a variety of businesses to invest in the area	9/27/2020 12:00 PM
17	turn lanes	9/26/2020 10:59 PM
18	Housing options	9/26/2020 8:13 PM
19	Retail space	9/26/2020 8:06 PM
20	There are people traveling this corridor as pedestrians and cyclists despite there not being clearly demarcated space for them to do so, and thus they are less "visible," but the current condition is one that works well enough that they are there. We mustn't make extra accommodation for motor vehicles to the detriment of bike and pedestrian usage	9/26/2020 12:50 PM
21	Safety	9/26/2020 11:03 AM
22	Traffic! Single lane in either direction needs to be addressed	9/26/2020 10:49 AM
23	The back up on north line rd during rush hours is horrendous	9/26/2020 10:36 AM
24	Higher speed area	9/23/2020 10:25 PM
25	Small area to work with	9/23/2020 12:35 PM
26	Pedestrian safety	9/23/2020 6:47 AM
27	Getting in and out of my Driveway	9/22/2020 7:09 PM
28	Traffic flow	9/22/2020 11:18 AM
29	Aging buildings and infrastructure	9/21/2020 7:47 PM
30	Safety for bus riders	9/21/2020 10:17 AM
31	Traffic back-up at Northline Road	9/20/2020 8:07 PM
32	driver safety	9/20/2020 7:17 PM
33	Estectics	9/20/2020 6:47 PM
34	High traffic driveways(rush hour) too close to traffic lights with limited turn lanes	9/20/2020 1:18 PM
35	Limited real estate for development	9/20/2020 8:52 AM

NYS Route 50 Corridor Enhancement Study

36	Only a single Lane there should be turn lane	9/19/2020 5:37 PM
37	Amount of traffic increases yearly	9/19/2020 4:22 PM
38	subdivisions, medical parks, standard strip retail, and strip motels are low density and lifeless even if they are property tax generators. they bring nothing novel, special and they area has plenty. why is Broadway in Saratoga so successful it is not because of any of those things!! Wasn't Ballston Spa originally the 1st or competing spa destination along side Saratoga? You have a huge opportunity to regain and remake that title From RT67 North to SPAC. Let south of rt 67 be the car dealers and dollar store/mid box retail areas, it is already. North is a more valuable sustainable visitor revenue proposition. don't blow it with old stale thinking	9/19/2020 1:44 PM
39	Maintaining the expanses of vegetation and the rural/farming nature of the community	9/19/2020 11:31 AM
40	route ariund village of Balston Spa	9/19/2020 9:15 AM
41	The intersection of Northline and 50	9/19/2020 7:42 AM
42	Safe walking	9/18/2020 6:37 PM
43	Biking safely	9/18/2020 2:28 PM
44	Town disfunction, Lack of follow through	9/18/2020 1:34 PM
45	Turning left towards Saratoga from Northline Rd	9/18/2020 7:56 AM
46	Restaurants	9/18/2020 7:28 AM
47	Will business be developed while in close proximity to the RR line which runs parallel to route 50	9/17/2020 10:55 PM
48	Turning Lane needed from Northline onto Route 50 North	9/17/2020 4:30 PM
49	could use a yearly street sweep down there the road is filthy with debris	9/17/2020 4:07 PM
50	center turning lane	9/17/2020 12:26 PM
51	Appropriate development	9/15/2020 10:18 PM
52	Safe biking and walking	9/15/2020 9:52 PM
53	lack of parking in ballston spa villiage	9/15/2020 9:42 PM
54	Bicycling lanes	9/15/2020 4:24 PM
55	aesthetics	9/15/2020 2:12 PM
56	poor side road conditions	9/15/2020 11:02 AM
57	Pedestrians and cyclists are not safe, no crosswalks, sidewalks, etc.	9/15/2020 9:38 AM
58	turning lanes in ALL directions	9/15/2020 5:43 AM
59	pedestrian and bike safety	9/14/2020 2:07 PM
60	Creating additional rental housing	9/14/2020 10:32 AM
61	Not well lit.	9/14/2020 10:21 AM
62	unsightly properties (i.e., Rickett's)	9/14/2020 10:13 AM
63	Mix of businesses and uses that will have longetivity	9/14/2020 9:10 AM
64	traffic	9/14/2020 9:00 AM
65	Bike lanes or paths	9/14/2020 8:25 AM
66	higher speed limit than the village	9/10/2020 2:02 PM
67	Traffic based Control device with additional access to Carosel Village	9/10/2020 12:54 PM
68	lack of safe routes for bicycles	9/8/2020 10:56 AM
69	Economic development	9/8/2020 8:23 AM

NYS Route 50 Corridor Enhancement Study

#	3	DATE
1	allow for biking and walking	10/3/2020 2:39 PM
2	dangerous intersection at Maple near Dunkin Donuts	10/2/2020 10:09 AM
3	Can the town/village handle policing the area?	10/1/2020 8:37 AM
4	No aesthetics in the area. The intersection and surrounding businesses look run down.	9/30/2020 2:55 PM
5	new infrastrucure- sidewalks and lighting	9/29/2020 3:48 PM
6	Get rid of the eye sore former carwash on laundromat across from Aldis	9/29/2020 1:13 PM
7	Vacant buildings and store fronts	9/29/2020 1:05 PM
8	loud trucks	9/28/2020 8:09 PM
9	LimitedCommercial zones	9/28/2020 3:23 PM
10	congested	9/27/2020 8:42 PM
11	Showing residents/visitors to take pride in their small community. There has to be a 'reason' for people to chose this area to frequent and frequent often.	9/27/2020 12:00 PM
12	turn lanes	9/26/2020 10:59 PM
13	New dining options	9/26/2020 8:13 PM
14	Parking	9/26/2020 8:06 PM
15	Positive ownership of the adjoining properties	9/26/2020 11:03 AM
16	No alternative- if traffic is backed up, there's no other way to get to B-Spa	9/26/2020 10:49 AM
17	People making turns into and out of Stewart's on north line is unsafe	9/26/2020 10:36 AM
18	Traffic gets backed up around 5:00	9/23/2020 10:25 PM
19	The middle multi-turn lane. You have cars literally coming at each other.	9/23/2020 12:35 PM
20	Speed of traffic	9/23/2020 6:47 AM
21	Aesthetics	9/22/2020 11:18 AM
22	Lack of cohesive planning for existing land use and zoning.	9/21/2020 7:47 PM
23	Astetic look of vacant properties	9/21/2020 10:17 AM
24	Too much surface parking between the street and the businesses.	9/20/2020 8:07 PM
25	reducing traffic congestion at peak work time	9/20/2020 7:17 PM
26	safe biking	9/20/2020 6:47 PM
27	bus stops close to traffic lights	9/20/2020 1:18 PM
28	Need safe bike paths All throughout Milton, from town center down Rowland into village, connecting with Route 50 corridor PLEASE	9/19/2020 4:22 PM
29	While another sub-division, Auto dealership, or another Saratoga hospital outpost location like Malta's sounds great on paper, these non-profits and heavily tax subsidized corporate options take up a lot of space, only bring ancillary taxes and don't protect you from economic recessions, Covid lifestyle may be the new normal, and generally bring no quality of life upgrades to residents and visitors. RESIST these in this AWESOME and VALUABLE corridor surrounded by Saratoga Co's burgeoning; brewery tour, bike/hike eco tourist, music/event tourist visitors, farm/wine/agri-tourism, boutique/antique collector, foodie and multi-use possibilities	9/19/2020 1:44 PM
30	do not contribute to light pollution	9/19/2020 11:31 AM
31	Aesthetics	9/18/2020 6:37 PM
32	Future development without thought to the natural environment.	9/18/2020 2:28 PM

NYS Route 50 Corridor Enhancement Study

33	NysDOT	9/18/2020 1:34 PM
34	Lighting	9/18/2020 7:56 AM
35	Cleaning	9/18/2020 7:28 AM
36	a good dept store like target	9/17/2020 12:26 PM
37	Green space	9/15/2020 10:18 PM
38	j walking across route 50 in the villiage	9/15/2020 9:42 PM
39	Traffic slowing	9/15/2020 4:24 PM
40	popularity	9/15/2020 2:12 PM
41	lack of convenience type stores	9/15/2020 11:02 AM
42	It's ugly making me not want to linger there for shopping or dining	9/15/2020 9:38 AM
43	Maintaining and upkeep of green/buffer space that is developed.	9/14/2020 10:32 AM
44	Business signs are not displayed well. People don't know what is located there unless they research ahead of time.	9/14/2020 10:21 AM
45	Avoid promoting more of the same (we don't need yet another Chipolte or Five Guys)	9/14/2020 9:10 AM
46	safety	9/14/2020 9:00 AM
47	Building viable businesses that will last w so much retail and office space being abandoned due to covid one must question the viability of adding new!	9/14/2020 8:25 AM
48	people using the shoulder as a turning lane	9/10/2020 2:02 PM
49	Safe Bike lane adjoining roadway	9/10/2020 12:54 PM
50	existing "strip center" look	9/8/2020 10:56 AM

Q20 Please identify the top 3 opportunities to the study area.

Answered: 55 Skipped: 65

ANSWER CHOICES	RESPONSES	
1	100.00%	55
2	83.64%	46
3	63.64%	35

NYS Route 50 Corridor Enhancement Study

#	1	DATE
1	attracting new businesses with reasonable taxes	10/3/2020 2:39 PM
2	Convenient location for business between Saratoga and bspa	10/2/2020 11:14 PM
3	improving pedestrian and bicycle amenities	10/2/2020 10:09 AM
4	Local small businesses can have store fronts outside of the village.	10/1/2020 8:37 AM
5	Improve sidewalks for walkers and bikers.	9/30/2020 2:55 PM
6	Maybe more business development on the north end	9/29/2020 1:13 PM
7	open space allowing for road expansion	9/29/2020 1:05 PM
8	encourage public transportation	9/29/2020 9:08 AM
9	Better traffic flow	9/28/2020 11:17 PM
10	housing	9/28/2020 8:09 PM
11	Small business	9/28/2020 5:17 PM
12	growth in the area	9/27/2020 8:42 PM
13	To make this area a lovely walking/shopping/dining area with a small town feel.	9/27/2020 12:00 PM
14	develop commercial area	9/26/2020 10:59 PM
15	Dining	9/26/2020 8:13 PM
16	More business	9/26/2020 8:06 PM
17	For recreational use, a greater multi-use path interconnection opportunity exists between Ballston Spa/Zim Smith and Saratoga Springs/Railroad Run, perhaps facilitated in the meantime, or incrementally, by better on-roadway accommodation in the study area	9/26/2020 12:50 PM
18	Walkable routes	9/26/2020 11:03 AM
19	More restaurants	9/26/2020 10:49 AM
20	Safer intersection would be great	9/26/2020 10:36 AM
21	Commercial space	9/23/2020 10:25 PM
22	Sidewalks	9/23/2020 12:35 PM
23	Round about at Northline and Route 50 to keep traffic flowing	9/22/2020 7:09 PM
24	Making it a destination for families by encouraging walking, bicycling, jogging, shopping, eating, opportunities.	9/22/2020 11:18 AM
25	Growing residential population	9/21/2020 7:47 PM
26	Use of vacant land/vacant properties	9/21/2020 10:17 AM
27	There is property to develop	9/20/2020 8:07 PM
28	Chain restaurant	9/20/2020 6:47 PM
29	Just created more obstacles by putting convenience store at last remaining corner	9/20/2020 1:18 PM
30	Broad population base	9/20/2020 8:52 AM
31	Bike paths	9/19/2020 4:22 PM
32	As mentioned, Music/Event SPAC tourists, Brewery/Winery and Farm Agri-business just outside corridor,	9/19/2020 1:44 PM
33	careful planning should reduce the need to build just because there is vacant land.	9/19/2020 11:31 AM
34	Cycle lanes	9/18/2020 6:37 PM
35	Residential growth	9/18/2020 2:28 PM

NYS Route 50 Corridor Enhancement Study

36	Business owners	9/18/2020 1:34 PM
37	Tear down RICKETTS	9/18/2020 7:28 AM
38	Land development	9/17/2020 8:13 PM
39	traffic flow	9/17/2020 4:07 PM
40	increase tax base	9/17/2020 12:26 PM
41	popularity	9/15/2020 2:12 PM
42	improving side walks and walkways for better foot traffic. Downtown Ballston Spa could be a mini-Saratoga, with better pedestrian walking and more variety of stores	9/15/2020 11:02 AM
43	It's in an excellent location near Spa State Park (including SPAC), linking the Village and Saratoga Springs	9/15/2020 9:38 AM
44	connecting walkers and bikers between B Spa and Saratoga Springs	9/14/2020 2:07 PM
45	Wegmans/Trader Joes/or Walmart Super Center	9/14/2020 10:32 AM
46	Proximity to rail.	9/14/2020 10:21 AM
47	remove derelict buildings, redevelop	9/14/2020 10:13 AM
48	Traffic volume as a I-87 byway is big	9/14/2020 9:10 AM
49	business	9/14/2020 9:00 AM
50	Bike path	9/14/2020 8:25 AM
51	Give it a "theme" and not so thrown together	9/10/2020 2:02 PM
52	Rt 50/Northline needs a roundabout	9/10/2020 12:54 PM
53	Implement complete streets policies	9/8/2020 10:56 AM
54	Intersection traffic flow alteration	9/8/2020 8:23 AM
55	Vacant land	9/4/2020 1:36 PM

NYS Route 50 Corridor Enhancement Study

#	2	DATE
1	great location between B Spa and Saratoga	10/3/2020 2:39 PM
2	encourage use of "green" pavement and other environmentally sensitive infrastructure	10/2/2020 10:09 AM
3	Depending on land, possibly a larger park area.	10/1/2020 8:37 AM
4	Improve aesthetics.	9/30/2020 2:55 PM
5	Plenty of space for a park or walking trails	9/29/2020 1:05 PM
6	encourage walking	9/29/2020 9:08 AM
7	traffic	9/28/2020 8:09 PM
8	Retail	9/28/2020 5:17 PM
9	too much auto traffic	9/27/2020 8:42 PM
10	Bring employment opportunities to the area	9/27/2020 12:00 PM
11	pedestrian friendly	9/26/2020 10:59 PM
12	Retail	9/26/2020 8:13 PM
13	Businesses that encourage walking.	9/26/2020 11:03 AM
14	Green space, trails, parks	9/26/2020 10:49 AM
15	More retail and restaurants on this end would be great	9/26/2020 10:36 AM
16	Uninhabited land	9/23/2020 10:25 PM
17	Aesthetics of making Rt. 50 look less run-down	9/23/2020 12:35 PM
18	Affordable housing (behind the street-front businesses).	9/22/2020 11:18 AM
19	Easy access	9/21/2020 7:47 PM
20	Bus stops can use improvement	9/21/2020 10:17 AM
21	It is a vibrant corridor to the south north of SPAC	9/20/2020 8:07 PM
22	Home improvement store	9/20/2020 6:47 PM
23	northern rt 50 past the car wash	9/20/2020 1:18 PM
24	Desire to build on past successes	9/20/2020 8:52 AM
25	Roundabouts to slow traffic along route 50	9/19/2020 4:22 PM
26	Continuing in tradition of B.S as a quaint destination extending this corridor down to Rt 67. NY /LOCAL , CRAFT & INDEPENDENT focus. Downstate NYC and West to Buffalo are a day trip away. they want to come to unique and organic places as due local residents. EVERYTOWN USA has Big box stores and Auto dealers and medical/business parks!	9/19/2020 1:44 PM
27	incorporate the business changes that will result from Covid 19.	9/19/2020 11:31 AM
28	Sidewalks	9/18/2020 6:37 PM
29	Service based business growth	9/18/2020 2:28 PM
30	Open space	9/18/2020 1:34 PM
31	Restaurants	9/18/2020 7:28 AM
32	Land management	9/17/2020 8:13 PM
33	modern appearance	9/17/2020 4:07 PM
34	safety	9/15/2020 2:12 PM
35	Walking and biking facilities would attract more foot/bike traffic from both ends - Spa State Park and Village	9/15/2020 9:38 AM

NYS Route 50 Corridor Enhancement Study

36	making a beautiful, tree lined street that slows traffic and welcomes people to the area	9/14/2020 2:07 PM
37	Professional Office Space	9/14/2020 10:32 AM
38	High traffic count can lead to more business.	9/14/2020 10:21 AM
39	There's a lot of unused or underdeveloped land	9/14/2020 9:10 AM
40	housing	9/14/2020 9:00 AM
41	Having some business that offers commuters convenience.	9/14/2020 8:25 AM
42	Lots of traffic, if they slow down maybe they would see the stores	9/10/2020 2:02 PM
43	More Retail space	9/10/2020 12:54 PM
44	design standards to complement and extend the Village	9/8/2020 10:56 AM
45	Implement mix of commercial businesses	9/8/2020 8:23 AM
46	Uniformity	9/4/2020 1:36 PM

NYS Route 50 Corridor Enhancement Study

#	3	DATE
1	multi-use capability	10/3/2020 2:39 PM
2	add shade trees	10/2/2020 10:09 AM
3	Live music or theatre area.	10/1/2020 8:37 AM
4	Create a turn lane on Northline road.	9/30/2020 2:55 PM
5	high volume of people already go through it	9/29/2020 1:05 PM
6	office building or low-income housing over retail	9/29/2020 9:08 AM
7	businesses	9/28/2020 8:09 PM
8	Dining	9/28/2020 5:17 PM
9	Continue the small town 'vibe' of the Ballston Spa front street area.	9/27/2020 12:00 PM
10	traffic flow	9/26/2020 10:59 PM
11	Pride in the ownership of the property abutting the Route.	9/26/2020 11:03 AM
12	Bike lanes!!	9/26/2020 10:49 AM
13	Making it walkable so I can safely walk to the village would be amazing. Link to new path on geyser Rd and extend north line up Rowland to geyser. Unsafe walking on Rowland as well.	9/26/2020 10:36 AM
14	Wide curbs	9/23/2020 10:25 PM
15	More lighting for a safer walk path	9/23/2020 12:35 PM
16	Saratoga Springs is becoming overly crowded in the summer	9/21/2020 7:47 PM
17	Attract more restaurants	9/21/2020 10:17 AM
18	There is adequate right-of-way to be do something creative	9/20/2020 8:07 PM
19	Duplex housing	9/20/2020 6:47 PM
20	Need to cleanup some unsightly businesses	9/20/2020 8:52 AM
21	More opportunities for walking trails	9/19/2020 4:22 PM
22	Creating a plan to change 50% of the face of the town and Village might seem scary or a huge undertaking but if done right with public/private partnership and cutting edge planned community planning B.S. could and would reclaim it's "sister destination" status to Saratoga. I grew up on a horse farm in NJ forty years ago it has turned into "Colonie" there so I left, and have lived in places from Vermont to Oxford England UK, and settled in Saratoga in 1999. Post Covid people can retire, live, and work away from cities and mega job centers. Retirees are cashing out downstate NY/NJ and moving here paying full cash, escaping congested cities and highly taxed suburbs, "Millennials" can finally afford homes and are buying in mixed use high quality suburbs that have charm and character, and are bikable/walkable and have close local business and products. NOT cookie cutter, faux status McMansions.	9/19/2020 1:44 PM
23	incentives to re-use abandoned business space instead of building new places and adding more asphalt to the landscape	9/19/2020 11:31 AM
24	Improved aesthetics	9/18/2020 6:37 PM
25	Incorporation walking/ biking with future growth	9/18/2020 2:28 PM
26	Current restrictions	9/18/2020 1:34 PM
27	Burger King	9/18/2020 7:28 AM
28	aesthetics	9/15/2020 2:12 PM
29	Rather than being the ugly side of Spa State Park, the Ballston Spa side could leapfrog ahead to become the attractive, go-to side for restaurants, recreation, etc.	9/15/2020 9:38 AM
30	Department Stores	9/14/2020 10:32 AM

NYS Route 50 Corridor Enhancement Study

31	Wide roads and shoulders make bike lanes and sidewalks easier to put in.	9/14/2020 10:21 AM
32	It's already commercialized so further development isn't going to sacrifice farm land or open space	9/14/2020 9:10 AM
33	development	9/14/2020 9:00 AM
34	not much has been done in the last 20 years there...	9/10/2020 2:02 PM
35	Multi family housing/apartments	9/10/2020 12:54 PM

Q21 Please share any other ideas you have for improvements to the study area or examples of areas you like.

Answered: 35 Skipped: 85

NYS Route 50 Corridor Enhancement Study

#	RESPONSES	DATE
1	improve traffic at Northline and Rt. 50 please - thanks!	10/3/2020 2:39 PM
2	water park	10/2/2020 11:40 AM
3	more benches, other seating for bus riders and pedestrians. Cross walk lights for pedestrians. In general see answers 19 and 20. Maybe a roundabout where South St and Milton Ave converge with Route 50. Absorbition or barrier strategy to prevent road runoff from entering Kaydeross Creek.	10/2/2020 10:09 AM
4	I love that we are addressing this. As a long time resident, its very noticeable that the area has grown quickly over the past 20 years. With growth and expiation, I feel preventative measures should be in place to be able to monitor and keep things as safe as can be. As a family, we enjoy the village of Ballston Spa but feel things have grown a bit out of control with traffic and the policing of the area. Extending the Village will allow more people into the area and safety is first and foremost in my opinion. I think it would be amazing to be able to safely ride a bike from one end of the Village to the other, and to be able to continue outside of the village to a park or recreational area.	10/1/2020 8:37 AM
5	The roads in Saratoga Springs are beautiful.	9/30/2020 2:55 PM
6	Currently, the corridor looks like an afterthought. It would be great if Ballston Spa could capitalize on the southerly overflow from Saratoga. It certainly doesn't appeal to folks coming from Saratoga south, or nicely flow from Ballston spa north.	9/29/2020 3:48 PM
7	Would love to see area tied to Spa State Park with biking or walking trails	9/29/2020 9:08 AM
8	slow down traffic on northline road. used as a race track!	9/28/2020 8:09 PM
9	sidewalks in other parts of Milton	9/27/2020 8:42 PM
10	In order to attract more responses and community involvement the town advertise this survey more and stress resident involvement. People are always happy to join in a discussion and planning if asked. Hold hearings explaining the project and the for involvement. Many senior citizens are here and have a great deal to offer and time to get involved. Put the word out more!	9/27/2020 12:00 PM
11	remove eyesore across from aldi's. formerly a laundromat.	9/26/2020 10:59 PM
12	There doesn't seem to be much available land to create more retail space. There was talk at one time that Price chopper was going to go in behind Rich's garage. Another grocery store would benefit the village	9/26/2020 8:06 PM
13	The Saratoga Springs development along West Avenue may have some positive characteristics worth considering, which resulted from a starting point with some similarities to the study area. Also, the study area's roadways with relatively low levels of development as well as the non-roadway lands bordering the railroad, both provide wonderful opportunities for inclusion in the strategic plans of larger planning areas for recreation path development/interconnection.	9/26/2020 12:50 PM
14	I like so many areas of Saratoga Springs even though they are all distinct. The residents tend to take pride in their ownership.	9/26/2020 11:03 AM
15	Don't do what they did in Malta on Rt. 9, please. Create a friendly warm route to the Village of Friends!	9/26/2020 10:49 AM
16	Roundabouts would be a great addition. They are needed at north line & old post as well. People pulling out and making their own lanes in the are is dangerous. We need a path on Rowland, north line & 50 like they have on geyser. That would be so great!	9/26/2020 10:36 AM
17	I think the biggest thing is making it safer for people to be able to walk down Rt. 50. I'd love to walk to work everyday, however "dealing with route 50" is something I take into consideration for when I'm making my way in. I usual cross rt. 50 in either downtown ballston spa or near the diner because there's crosswalks there. However sometimes due to the speed at which cars are going down route 50 make it dangerous to cross safely.	9/23/2020 12:35 PM
18	Obviously anything that can be done to improve the pedestrian environment is critical. Saratoga Avenue offers a very nice parallel street suitable for a bike route, also it is less steep. Getting in and out of Stewarts is a problem. Not sure what is happening across the	9/20/2020 8:07 PM

NYS Route 50 Corridor Enhancement Study

street from Stewarts, but that will likely make things worse. Getting in and out of CVS is also a problem. I guess that CDTA is afraid that if they put up a few bus stops someone will ride the bus. I'm not sure why they are so reluctant to add stops.

- | | | |
|----|---|--------------------|
| 19 | If roundabouts are a consideration, then live there for a week/weekend-drive it morning,noon,night rush hour -in multiple locations. Putting a roundabout in 1 area will only cause traffic issues miles down the road at other intersections. | 9/20/2020 1:18 PM |
| 20 | Love the entrance to the state park on route 9, the landscaping is incredible. More could be done to beautiful the route 50 corridor. | 9/19/2020 4:22 PM |
| 21 | It takes time, effort, planning and investment \$\$ to do most of the things I have stressed. But the benefits go to all for generations. when considered as a total integrated plan, zoned with intention it WILL succeed. ALL the existing businesses and residents, town and county benefit as well. Keeping architectural themes, seating, lighting, landscape and green areas cohesive, walking and biking friendly, car navigation and parking easy and flowing, tax incentivize existing homes/businesses and residents to beautify by painting and landscaping to tie old and new areas together (can give credits for painting and siding upgrades, use of certain, colors materials or architectural looks. (a little might go a long way) Use state grants for historic, help elderly or low income find dollars to upgrade (thinking down 50 before village) encourage/discourage landlords who don't upgrade carrots/sticks. Continue to incent business zoned, historic homes, Rt 50 facing and business rentals. Places to look at: any comprehensive planned communities successfully tying residential, retail, commercial spaces in higher density but well flowing areas. Some may do one or two well but not others due to their locations and histories. cherry pick the best attributes. Examples,. Saratoga Spgs small city in the country is obvious Red Bank and Princeton NJ Nyack NY Hudson NY Manchester Ctr VT **in the 90's (All outlets have died out there now) Buffalo NY riverwalk areas Burlington VT Monroe and Park ave areas of Rochester NY (and their burgeoning food and beverage culture) Portland ME Modern day Hoboken NJ (I graduated with their current mayor he is doing AMAZING things) I am sure Portland Oregon and others but I am not familiar enough Opportunity is huge, Saratoga is getting expensive and locals are pushing back thinking it is catering to the ultra rich too much and ignoring their needs. has a "hoity toity" rep and is losing its way chasing dollars at the expense of its character. I am happy to assist in any way as you can tell I am passionate about our area. good luck! Erik 518-339-7412 e.dub2329@gmail.com | 9/19/2020 1:44 PM |
| 22 | community gardens or other efforts to improve and maintain natural areas of route 50 | 9/19/2020 11:31 AM |
| 23 | I would like to see the addition of mini-parks serving any additional residential growth. | 9/18/2020 2:28 PM |
| 24 | Change of Northline and 50 interchange. Development in conjunction with Saratoga springs of trails and connection of property on 50 to the Woods Hollow rec area. | 9/18/2020 1:34 PM |
| 25 | More food choices other than pizza/subs | 9/18/2020 7:56 AM |
| 26 | Getting rid of RICKETTS is my main concern. The roof is now caved in it's becoming a health hazard. GET RID OF IT. it's the first thing you see when entering the village | 9/18/2020 7:28 AM |
| 27 | Offer special incentives for businesses to open up in vacant spaces | 9/15/2020 11:02 AM |
| 28 | the intersection is too small for a round about. | 9/15/2020 10:15 AM |
| 29 | Getting to the Paul E. Lent Public Safety Building and County Compound is very challenging - steep hills, narrow roads with no shoulders. Public Health has medical clinics that must be accessed there. It is only 1.5 miles from the Village, but there's no safe access - no bus, no sidewalks, no bike lanes. A bike share program could make it possible for "the last mile" to get to the clinics from the Village easily AND have the added benefit of making it possible for County employees to bike down to the Village for lunch. | 9/15/2020 9:38 AM |
| 30 | accommodating bikers and walkers is important given the location connecting B Spa and Saratoga Springs. | 9/14/2020 2:07 PM |
| 31 | The asphalt walkway on Geyser Rd from Rt 50 to Milton Town line is cheep looking. Stability of the dirt/grass appears to be an afterthought and not executed property. No improvements to Rt 50 crossing will likely see more pedestrian accidents by encouraging additional use without upgrading safety measures. I understand a wood retaining wall is less expensive than a stone wall. But not as durable and in the long run cost more. I'd rather see nothing done, then a project that is based on getting something done now, then leave it to future generations to make it right. All plans should be based on a 50 year lifespan. | 9/14/2020 10:32 AM |

NYS Route 50 Corridor Enhancement Study

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|----|---|--------------------|
| 32 | I don't want to see a repeat of Malta Rt 9 corridor with unused sidewalks, over complicated curbing and a ton of small box chain stores. Downtown Ballston Spa is a beautiful village with a lot of potential, and development in this corridor should compliment the unique village. I worry it will become just another commercial district with a lot of the same businesses that are already everywhere else, or worse yet more large apartment development that will become a blight after the trend shifts away from renting. | 9/14/2020 9:10 AM |
| 33 | Not sure a roundabout is right for there especially how does it work w a bike path? | 9/14/2020 8:25 AM |
| 34 | Make a safe trail to walk or bike like Geyser Road. Pedestrian controlled stop lights to allow safe crossing. Reduce the speed limit in the area. Do something about people using the shoulder of the roads as turning lanes and speeding past stopped traffic. | 9/10/2020 2:02 PM |
| 35 | Lowering the speed limit could help improve the study area immediately. 3rd lane is nice but people aren't sure how to use them. Also makes it unsafe for Biking/walking. Like the carousel Village appearance but can be a challenging to leave. | 9/10/2020 12:54 PM |

ROUTE 50 CORRIDOR ENHANCEMENT STUDY

MEETING SUMMARY

Purpose: Public Visioning Workshop (Meeting #1)

Date and Time: Thursday, September 3, 2020 at 7:00 pm

Location: Via Zoom Video Conference

Attendees: Benny Zlotnick (Advisory Committee), JD Wood (Advisory Committee), Kevin Harkins (Advisory Committee), Jaclyn Hakes (MJ), Chad Schneider (MJ), Sarah Starke (MJ), Andris Blumbergs (MJ)

Agenda Item		Key Decisions & Outcomes
Welcome and Introductions	<p>Jaclyn Hakes, Director of Planning Services, MJ Engineering, commenced the meeting with brief webinar guide to help attendees participate. The PowerPoint presentation and recorded meeting is available on the project website www.miltonroute50.com. Benny Zlotnick, Town Supervisor followed with a welcome and thanked attendees for tuning in to be a part of the effort and reminded everyone to spread the news of the project to friends, neighbors, and coworkers.</p> <p>Ms. Hakes presented the first 2 poll questions to get a sense of the webinar participants asking:</p> <ol style="list-style-type: none">1. Which best applies to you?<ul style="list-style-type: none">• Town of Milton resident (67%)• Town of Milton property owner (0%)• Business owner (0%)• Familiar with the Route 50 corridor in Milton (33%)• Other (0%)2. What typically brings you to the Route 50 Corridor in Milton?<ul style="list-style-type: none">• Shop businesses / stores (60%)• Work (0%)• Live in or near corridor (80%)• Property owner in corridor (0%)• Business owner in corridor (0%)• Travel through (80%)• Restaurants (0%) <p>Ms. Hakes then proceeded to introduce the Advisory Committee that will be guiding the effort. Followed by the MJ team providing technical assistance and preparing the final study.</p>	NA

	<p>The Advisory Committee members include:</p> <ul style="list-style-type: none"> • Benny Zlotnick, Town Supervisor • William Lewis, Building Inspector • JD Wood, Zoning Board • Kevin Harkins, Community Member <p>The MJ team includes:</p> <ul style="list-style-type: none"> • Jaclyn Hakes, Project Manager • Chad Schneider, Traffic Engineer • Brian Cooper, Traffic Engineer • Andris Blumbergs, Planner 	
<p>Project Overview and Schedule</p>	<p>Ms. Hakes presented an overview of the project and the schedule.</p> <p>The Route 50 Corridor Enhancement Study will generally cover parcels along Route 50, but may also extend outward, both east and west of the corridor.</p> <ul style="list-style-type: none"> • The Town is seeking to identify transportation and land use policy recommendations that would complement growth in the corridor, whether it be commercial or a mixed use that includes residential. • The corridor study will examine existing land use, zoning, access management, complete streets, and transportation improvements for multiple modes (vehicle, transit, pedestrian, and bicycles). • This corridor was studied previously in 2005 as part of the Route 50 Transition Area Strategic Plan. This document will be reviewed as part of the current corridor study. • There is a desire to advance intersection improvements at Northline Road and NYS Route 50. The alternatives to be evaluated as part of this study include signal and geometric modifications and a roundabout. Developing conceptual plans for intersection improvements will set the stage for future funding to implement. <p>The project is divided into two (2) main tasks:</p> <ul style="list-style-type: none"> • Task 1: Route 50 Corridor Enhancement <ul style="list-style-type: none"> ○ Project Coordination ○ Public Engagement ○ Existing Conditions & Future Trends ○ Enhancement Study Document • Task 2: Northline Road/Route 50 Intersection Improvements <ul style="list-style-type: none"> ○ Intersection Capacity Analysis <ul style="list-style-type: none"> ▪ Alternative 1: Signal and Modified Geometry ▪ Alternative 2: Proposed roundabout ○ Concept Plan and Estimate 	<p>NA</p>

	<p>A 4-month schedule is anticipated. With the first committee meeting taking place in August. The schedule includes three public meetings/workshops and four Advisory Committee meetings.</p>	
<p>Public Engagement</p>	<p>Ms. Hakes provided an overview of the public engagement plan for the project. With COVID-19 restrictions in place the web-based meetings are most appropriate.</p> <p>Proposed public engagement includes:</p> <ul style="list-style-type: none"> • Public Visioning Workshop (Workshop #1) – This is the first of three interactive public workshops to gather input from the public about issues, opportunities, and the future of the corridor. • Online Community Survey - The Survey is now live and staying open through October 2nd. Great platform to gather public input during this difficult time. This is one of many options for engagement where people can share strengths and opportunities of the corridor. Visit www.miltonroute50.com/survey to take the survey and be on the lookout for survey flyers and business cards along the corridor. • Project Website – MJ has developed a project website for the duration of the project. www.miltonroute50.com is available now and hosts the survey. The website is updated with the latest news and updates about the project and allows community members to leave comments and sign up for updates. • Key Stakeholder Interviews – Conduct one day of stakeholder interviews with key stakeholders such as business owners within the study area and regional partners. • Corridor Concepts Workshop (Workshop #2) – The corridor concepts workshop will include an opportunity for MJ to share draft concepts for the corridor with the community and gather feedback about priorities. • Presentation of Corridor Enhancements (Workshop #3) – The third and final public workshop will be a presentation of recommended corridor enhancements. • Social Media Outreach - The Town social media venues will be used to provide updates throughout the process and share materials. MJ will provide materials to the Town Staff to be shared through these venues. 	<p>NA</p>

<p>Corridor-wide Complete streets Audit Highlights</p>	<p>Mr. Schneider and Ms. Hakes provided corridor-wide Complete Streets Audit Highlights. Complete Streets include roadway design features that accommodate safe, convenient access and mobility for multiple modes and users of all abilities.</p> <p>An in person visual audit of existing conditions conducted on the morning of July 2nd and examined features within the following categories:</p> <ul style="list-style-type: none"> • Accessibility • Connectivity • Safety • Placemaking elements <p>Accessibility - includes the ability to move with ease regardless of age or ability and includes presences of facilities for pedestrian, bicyclists and transit riders.</p> <p>Key elements noted include:</p> <ul style="list-style-type: none"> • Quality road surface • Transit stops • Bike facilities • Dedicated pedestrian facilities • ADA curb ramps <p>Through the corridor the road surface was in excellent condition and there are transit stops going both directions. The bike facilities do need improvement throughout. There are no dedicated pedestrian facilities or ADA curb ramps along the corridor.</p> <p>Connectivity - is the ability to connect modes as well as connect neighborhoods to nodes of activity.</p> <p>Key elements noted include:</p> <ul style="list-style-type: none"> • Bicycle route • Transit (bus with bike racks) • Vehicular connections to activity nodes / neighborhoods • Sidewalks <p>Through the corridor all the elements are present except sidewalks.</p> <p>Safety - includes a safer environment for all users regardless of mode.</p> <p>Key elements noted include:</p> <ul style="list-style-type: none"> • Vehicular speeding • Lighting • Access management (curb-cuts) • Crosswalks <p>Vehicular speeding, lighting, and access management (curb-cuts) all need improvement in the corridor. Speeding was observed by all types of vehicles and the committee noted speeding has been a problem</p>	<p>NA</p>
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	<p>previously noticed. Also, the curb cuts vary in size and condition through the entire corridor.</p> <p>Placemaking - involves creating a livable, walkable , vibrant neighborhood with an identify and enhanced quality of live.</p> <p>Key elements noted include:</p> <ul style="list-style-type: none"> • Building orientation / setback • Land uses –primarily commercial • Street trees • Pedestrian-scale lighting • Street furniture • Consistent design aesthetic <p>As you traverse the corridor the building orientation and land uses vary. There are no street trees, pedestrian-scale lighting, street furniture, or consistent design aesthetic in the corridor.</p>	
Interactive Visioning Exercise	<p>Ms. Hakes lead the attendees through a visioning exercise using the Poll Everywhere platform. Ms. Hakes went through the following questions:</p> <ul style="list-style-type: none"> • Describe what you like best about the corridor in 1-2 words. Feedback included the following: <ul style="list-style-type: none"> - Plain - Enough room for improvements - Nothing - Spacious • Describe the biggest challenge(s) or issue(s) within the corridor in 1-2 words. Feedback included the following: <ul style="list-style-type: none"> - Speeding (2) - Traffic (2) - Intersection - Traffic backlog at light - Cohesiveness - Lack of Intelligent growth - Design - Exiting from businesses - Pedestrian safety - Busy • How do you envision the corridor in the next 5, 10, or 20 years? Feedback included the following: <ul style="list-style-type: none"> - Would there. Or is there a possibility of state funding for any improvements - Mixed use - Looking like south Broadway in Saratoga - Functional - Trees - More commercial businesses - Visually appealing - Inviting and walkable 	NA

Next Steps	<ul style="list-style-type: none"> Public engagement <ul style="list-style-type: none"> Community survey is live at www.miltonroute50.com/survey Schedule stakeholder meetings Future public meetings Existing Conditions and Future Trends Summary Evaluation of Intersection Alternatives 	NA
Questions?	<p>Ms. Hakes opened the meeting to questions from participants. Participants could ask questions or share comments through the Question function of the Zoom webinar. The following questions and answers were discussed.</p> <p>How will it be determined what alternative is recommended for Northline Road & Route 50 intersection?</p> <p>The MJ team will work with the Committee to evaluate 2 viable alternatives for intersection improvements: signal with modified lane geometry and a roundabout. Those alternatives will be presented to the public at a future public workshop for feedback and also to NYSDOT and Saratoga County. Several factors including public feedback, potential cost, impact on adjacent properties, funding sources and input from NYSDOT and Saratoga County will help to identify the preferred alternative.</p> <p>Can you explain what a modified geometry alternative is?</p> <p>Mr. Schneider explained that a modified geometry configuration is using the existing traffic light at the intersection but modifying the lane configuration to allow traffic to flow more efficiently. Using traffic analysis and Level of Service (LOS) grades MJ can determine the best intersection. The roundabout alternative is evaluated first as New York State Department of Transportation (NYSDOT) policy provides that intersection improvements must first demonstrate a roundabout does not work.</p> <p>How will property owners in the corridor be made aware of this study?</p> <p>Publicity for this and future meetings will be posted on the Town Facebook page, town website (MiltonRoute50.com), project website and announced at Town Board meetings. A stakeholder meeting will be scheduled with key property owners with properties along Route 50 in the study area. Mr. Zlotnick, Town Supervisor also stated he will bring survey cards and the flyer to all the businesses along the corridor to make them and their customers aware of the project.</p>	NA

	<p>Could you explain the current grade for LOS?</p> <p>Level of Service (LOS). LOS is the term used to describe the operating conditions of a roadway. LOS A generally represents free-flowing traffic while a LOS F represents the roadway is at or near capacity. The current grade of LOS will be presented along with existing conditions at later meetings.</p> <p>Will NYSDOT and Saratoga County be involved in this study?</p> <p>Yes. Route 50 is a State road and Northline Road is a County road. Coordination with both is important. As part of this effort there will be stakeholder meetings to talk with NYS Department of Transportation (NYSDOT) as well as the Saratoga County Department of Public Works (DPW) and the Saratoga County Planning office. There will be coordination with other potential partners such as the Village of Ballston Spa and City of Saratoga Springs.</p>	
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This meeting summary conveys our understanding of the items discussed and agreements reached at this meeting. Please forward any additions, corrections and/or questions to my attention.

Submitted by:
Andris Blumbergs, Planner

cc: Project File, Advisory Committee

ROUTE 50 CORRIDOR ENHANCEMENT STUDY

MEETING SUMMARY

Purpose: Public Meeting (Meeting #2)

Date and Time: December 09, 2020, 7:30 pm

Location: Via Zoom Video Conference and limited capacity at Town Hall

Attendees: the meeting was attended virtually and in person. Approximately 50 people attended the meeting.

Agenda Item		Key Decisions & Outcomes
Welcome	<p>Due to health and safety concerns related to the Novel Coronavirus (COVID 19), the Public Committee meeting was held via web conference using Zoom and limited capacity at Town Hall. The meeting was held in conjunction with the regularly scheduled Town Board meeting.</p> <p>Benny Zlotnick, Town Supervisor, welcomed everyone and commenced the meeting.</p>	
Introductions	<p>Jaclyn Hakes, Director of Planning Services, MJ Engineering, introduced the Route 50 Study Committee and MJ project team</p> <ul style="list-style-type: none">• Benny Zlotnick, Town Supervisor• William Lewis, Building Inspector• JD Wood, Zoning Board• Kevin Harkins, Community member• Jaclyn Hakes (MJ)• Chad Schneider (MJ)• Brian Cooper (MJ)• Andris Blumbergs (MJ)	
Study Overview	<p>Ms. Hakes provided a project overview and status update that included:</p> <p>Task 1: Route 50 Corridor Enhancement</p> <ul style="list-style-type: none">▪ Project Coordination▪ Public Engagement▪ Existing Conditions & Future Trends▪ Enhancement Study Document <p>Task 2: Northline Rd./Route 50 Intersection Improvements</p> <ul style="list-style-type: none">▪ Intersection Capacity Analysis<ul style="list-style-type: none">▪ Alt. 1: Signal & Modified Geometry▪ Alt. 2: Roundabout▪ Concept Plan & Estimate	

	<p>Tasks Completed o Date</p> <ul style="list-style-type: none"> • Advisory Committee meetings <ul style="list-style-type: none"> • Meeting #1 - August • Meeting #2 – October • Stakeholder meetings <ul style="list-style-type: none"> • Emergency Services – October • DOT - October • Regional Partners – October • Property & Business owners - Ongoing • Existing conditions evaluation <ul style="list-style-type: none"> • Ongoing • Public engagement <ul style="list-style-type: none"> • Virtual public meeting – September • Online survey - September to October <p>The 4-month schedule is continuing with a late November 2020 completion.</p>	
Public Survey Highlights	<p>Ms. Hakes provided survey highlights from the online public survey. The highlights include:</p> <ul style="list-style-type: none"> • Open 9/3/2020 to 10/2/2020 • 120 responses • 100% from Saratoga County • Number one concern: <ul style="list-style-type: none"> ○ Traffic at the intersection of Northline & Route 50 • Top opportunity: <ul style="list-style-type: none"> ○ Continued growth of the corridor • An overview graph of question 5 (How often do you visit the businesses in the study area?) showed Daily 23%, Weekly 57%, Monthly 14%, and Rarely 6% • An overview graph of question 6 (How often do you travel through the study area?) showed Daily 59%, Weekly 32%, and Monthly 9% <ul style="list-style-type: none"> ○ Both question 5 and 6 are showing the survey responders are familiar with the corridor and traverse the corridor frequently. • Question 9: Would you support intersection improvements at Northline Road and Route 50 such as additional turn lanes or a roundabout? <ul style="list-style-type: none"> ○ An overwhelming 91% said yes, they would support intersection improvements. ○ The type of improvements varied from roundabout to a modified signalized intersection improvements. Some highlighted comments include: <ul style="list-style-type: none"> ▪ “Yes, turn lanes, but NOT a roundabout!” ▪ “Roundabouts are efficient for heavy traffic” 	

	<ul style="list-style-type: none"> ▪ “any improvement to traffic flow and safety of all users is welcome” ▪ “Roundabout, that light is brutal. Northline has it green way longer than rt.50” ▪ “need turn lanes, traffic is congested” ▪ “Absolutely a roundabout!” <ul style="list-style-type: none"> • Question 11: Would you encourage or discourage the following LAND USES in the study area? Land uses people would encourage included: <ul style="list-style-type: none"> ○ Convenience Stores ○ Retail Stores ○ Professional Offices (medical, legal, technology) ○ Service Businesses ○ Restaurants ○ Public outdoor recreation ○ Protection of natural areas /open space • People would discourage the following: <ul style="list-style-type: none"> ○ Residential – Single-Family Homes ○ Residential – Multi-Family Units ○ Residential – Apartments ○ Motels / Hotels ○ Department Store • For additional land uses some of the thing’s responders posted include: <ul style="list-style-type: none"> ○ “sidewalk and crosswalk would be nice” ○ “Keep open space!! No dense population” ○ “small businesses, restaurants and housing” ○ “Nature trails and connector trails” ○ “Hiking or biking trails” ○ “Safe bike lanes (similar to recent bike path installed on Geyser Rd) would be wonderful!!” ○ “sidewalk and crosswalk” ○ “Bike path.” ○ “ellsworth commons like development” <p>Jackie noted that this is just a brief overview and the full summary is available on the project website at https://www.miltonroute50.com/documents-1</p>	
<p>Intersection Alternatives at Route 50 & Northline Road</p>	<ul style="list-style-type: none"> • Mr. Schneider (MJ) provided an overview of the Intersection Improvements at Route 50/ Northline Road. Existing conditions were discussed followed by an overview of the proposed roundabout alternative and proposed signal with modified geometry. The roundabout alternative was evaluated first as New York State Department of Transportation (NYSDOT) policy provides that intersection improvements must first demonstrate a roundabout does not work. <p>1-Lane Roundabout was examined first to determine functionality.</p>	

	<ul style="list-style-type: none"> • This option does fit within the right-of-way with minimal impact to surrounding property • 1-Lane roundabout does not satisfy Level of Service (LOS). <p>2-Lane Roundabout concept was evaluated next.</p> <ul style="list-style-type: none"> • The 2-lane would require additional land area and there would be an impact on adjacent properties • The proposed impacts to the new Stewarts ingress and egress are not anticipated. • Has pedestrian refuge for crossing feel safer for pedestrian and slows traffic coming into the intersection <p>A proposed signal with modified geometry was analyzed next and compared to the 2-lane roundabout alternative.</p> <ul style="list-style-type: none"> • Like the roundabout there is a need for additional land but not as much as the 2-lane roundabout • Extended Limits – the limits are significantly moved outward for the modified signalized intersection to allow for additional lanes • Does not slow traffic coming through the intersection <p>Comparing the 2-lane option and modified signalized intersection</p> <ul style="list-style-type: none"> • Roundabout is safer and would reduce the speed of cars coming into the intersection 	
Corridor-wide Draft Concepts	<p>Next, Mr. Schneider provided an overview of the Draft Concept Plans. The overview included a description of the existing street layout along the corridor as well as the key elements that are included in each of the 2 concepts. It was noted that these are draft concepts and this is the first step in the process to determine the best option for the corridor.</p> <p>Following is a list of the elements that are included in the draft concept plans:</p> <p>Option 1: Raised Median & Sidewalks Both Sides:</p> <ul style="list-style-type: none"> • New curbs and sidewalks both sides • Reduce shoulder width to minimum design standard • Raised median • On existing roadway alignment • Bikes would continue to use the shoulder • Pedestrian scale lighting on both sides <p>Option 3: Raised Median & Multi-Use Path:</p> <ul style="list-style-type: none"> • New curbs on both sides • Multi-use path on east side 10 ft wide 	

- No sidewalk on west side
- Reduce shoulder width to min standard
- Raised median
- On shifted roadway alignment
- Pedestrian scale lighting

Ms. Hakes followed Mr. Schneider with a brief interactive exercise for attendees. The live polling was conducted through Poll Everywhere and participants could go to pollev.com/mjplanning518 or Text MJPlanning518 to 37607 or Take photo of QR code shown on the slide.

The first question asked participants which corridor option they prefer with options: OPTION 1: Raised Median & Sidewalks Both Sides, OPTION 2: Raised Median & Multi-Use Path, None of the above, and Some features of both. The majority (53%) selected OPTION 2: Raised Median & Multi-Use Path followed by 33% selected OPTION 1: Raised Median & Sidewalks Both Sides and the remaining 13% selected Some features of both.

The next question presented was which intersection option do you prefer with the options Modified Signalized and Roundabout. The majority (83%) selected the roundabout option and the remaining 17% selected the signalized.

The last question in this section was an open-ended option for people to state what features they would like to see above all others.

Answers included:

- underground utilities
- Concerns about reducing parking for some small businesses in the area.
- Drive thru restaurant
- Turning to go north on 50 from Northline
- Trees
- Trees and sidewalks
- Bike path, restaurants, small businesses
- Medians sidewalk
- Sidewalk & pedestrian lighting
- marked bicycle lane
- Ease of Turning at intersection to new Stewart's
- Restaurants, walkable, landscaping
- Landscaping, traffic calming measures, Ped level lighting
- Bicycle and pedestrian amenities
- Bike access safety
- Sidewalks and bike path. Trees
- Landscaping!
- Sidewalk

	<ul style="list-style-type: none"> • More food options. 	
<p>Current & Future Land Use</p>	<p>Ms. Hakes provided Current & Future Land Use Highlights. The highlights include:</p> <ul style="list-style-type: none"> • Population Trends • Current Land Use • Existing Businesses • Future Trends • Future Land Use <p>Key takeaways for the highlights are:</p> <p>Population Trends</p> <ul style="list-style-type: none"> • Milton population increased 4.2% since 2010 • Milton accounts for 8.3% of Saratoga County population <p>Current Land Use</p> <ul style="list-style-type: none"> • Study area is a total of 92 acres broken into 6 categories of land use: <ul style="list-style-type: none"> ○ Commercial 36 acres (39%) ○ Residential - Low Density 16.9 acres (18%) ○ Vacant Land 15.5 acres (17%) ○ Transportation 10.8 acres (12%) ○ Residential - High Density 8.6 acres (9%) ○ Residential - Medium Density 4.2 acres (5%) <p>Existing Businesses</p> <ul style="list-style-type: none"> • Variety of business types in the corridor <ul style="list-style-type: none"> ○ Retail ○ Commercial ○ Eating establishments ○ Banking ○ Automotive • 85,000 square feet of commercial space in the study area <p>Future Trends</p> <ul style="list-style-type: none"> • Inclusion of Multiple Travel Modes <ul style="list-style-type: none"> ○ Vehicle ○ Transit ○ Pedestrian ○ Bicycle • Support Existing Business • Placemaking <ul style="list-style-type: none"> ○ Creating a strong sense of place and unique identity, including a that attracts residents, businesses and visitors. • Sustainable Growth <ul style="list-style-type: none"> ○ Mixed Use Development ○ Infill / Redevelopment 	

	<p>Future Land Use</p> <ul style="list-style-type: none"> • Mix of residential & commercial • Allow for more housing options to support commercial activity • Create a more inviting & attractive atmosphere for multiple travel modes <p>Ms. Hakes conducted a second interactive exercise for attendees asking two questions.</p> <p>The first question asked participants would they support mixed-use development along the corridor. The majority (82%) stated yes, they would and only 18% selected no.</p> <p>For the final question was an open-ended question asking participants if there an area or corridor that they would like this corridor to be similar to in the future.</p> <p>Answers included:</p> <ul style="list-style-type: none"> • Geyser Road • Malta Rt 9, Dunning street towards Luther forest, Saratoga route 50 • Maple Ave/Rt9 Saratoga to Greenfield Line. • Rhinebeck, loudonville/ Latham, Saratoga route 9 • Route 9 corridor in front of spac • Northampton • Union Ave Saratoga • Route 9 going north into Saratoga Springs • Do you have any idea just how much of that land you're discussing is wetland? (Spoiler Alert: A LOT) • Please be sure to reach out to ALL businesses along the corridor... it just Stewart's 	
Next Steps	<ul style="list-style-type: none"> • Finalize Existing Conditions/Trends • Stakeholder Meetings (continued) <ul style="list-style-type: none"> ○ Business & Property Owners • Prepare Preferred Concepts: <ul style="list-style-type: none"> ○ Transportation Improvements ○ Future Land Uses • Public Meeting #3 – TBD 	
Public Comment	<p>Ms. Hakes concluded the presentation with a reminder for additional feedback please visit the project website: https://www.miltonroute50.com/</p>	

This meeting summary conveys our understanding of the items discussed and agreements reached at this meeting. Please forward any additions, corrections and/or questions to my attention.

Submitted by:

Andris Blumbergs, Planner

cc: Project File, Advisory Committee



APPENDIX C

Committee Meeting Information

ROUTE 50 CORRIDOR ENHANCEMENT STUDY

MEETING SUMMARY

Purpose: Advisory Committee Kick-Off Meeting (Meeting #1)

Date and Time: August 07, 2020, 10:00 am

Location: Via Zoom Video Conference

Attendees: Benny Zlotnick (Advisory Committee), William Lewis (Advisory Committee), JD Wood (Advisory Committee), Kevin Harkins (Advisory Committee), Jaclyn Hakes (MJ), Chad Schneider (MJ), Brian Cooper (MJ), Andris Blumbergs (MJ)

Agenda Item		Key Decisions & Outcomes
Welcome and Introductions	<p>Jaclyn Hakes, Director of Planning Services, MJ Engineering, welcomed the group and the attendees introduced themselves.</p> <p>The Advisory Committee members include:</p> <ul style="list-style-type: none">• Benny Zlotnick, Town Supervisor• William Lewis, Building Inspector• JD Wood, Zoning Board• Kevin Harkins, community member	NA
Project Overview and Schedule	<p>Ms. Hakes presented an overview of the project scope, project team roles and responsibilities and the schedule. The project is being led by a team from MJ Engineering and Land Surveying coordinating with the Route 50 Study Committee. Coordination will include up to four (4) committee meetings.</p> <p>The Route 50 Corridor Enhancement Study will generally cover parcels along Route 50, but may also extend outward, both east and west of the corridor.</p> <ul style="list-style-type: none">• The corridor study will examine existing land use, zoning, access management, complete streets, and transportation improvements for multiple modes (vehicle, transit, pedestrian, and bicyclist).• This corridor was studied previously in 2005 as part of the Route 50 Transition Area Strategic Plan. Many of the recommendations provided in this study were not implemented. This document will be reviewed as part of the current corridor study.• There is a desire to advance intersection improvements at Northline Road and NYS Route 50 to address a decreased level of service and to compliment potential land use changes within the	

	<p>corridor. The alternatives to be evaluated as part of this study include signal and geometric modifications and a roundabout. Developing conceptual plans for intersection improvements will set the stage for future funding to implement.</p> <ul style="list-style-type: none"> • The Town is seeking to identify transportation and land use policy recommendations that would complement growth in the corridor, whether it be commercial or a mixed use that includes residential. <p>The Committee confirmed the proposed study area and noted that a 40-acre subdivision is proposed in the southwest area of the study area. The proposed area shown extends from the Village of Ballston Spa to the City of Saratoga Springs. The corridor study area will generally include parcels along Route 50, but may also extend outward, both east and west of the corridor. Intersection improvements will be focused at the intersection of Northline Road and New York State Route 50 at the northern end of the study area.</p> <p>During committee discussion it was stated that there is currently a proposed subdivision undergoing review by the Town Planning Board. Some key discussion items were raised including:</p> <ul style="list-style-type: none"> • There is approximately 120 feet of frontage along Route 50 between Ricks Route 50 Service Center to the north and Sunoco to the south • The frontage is environmentally constrained • There is the option to have access in the southern end to Route 50, but this would need access across private property • The subdivision application is currently in discussions with the Town for an open space donation • The consensus among the committee was that connections to adjacent neighborhoods (existing and proposed) would have a positive influence on the corridor <p>The project scope includes two (2) tasks:</p> <ul style="list-style-type: none"> • Task 1: Route 50 Corridor Enhancement <ul style="list-style-type: none"> ○ Project Coordination ○ Public Engagement ○ Existing Conditions & Future Trends ○ Enhancement Study Document • Task 2: Northline Road/Route 50 Intersection Improvements <ul style="list-style-type: none"> ○ Intersection Capacity Analysis ○ Geometric Concept Plan and Estimate (includes 2 alternatives) <ul style="list-style-type: none"> ▪ Alternative 1: Proposed roundabout ▪ Alternative 2: Proposed signal with modified Geometry 	
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	<p>A 4-month schedule is anticipated. The schedule includes three public meetings/workshops and four Advisory Committee meetings. With the first meeting taking place August 7, 2020, it was decided by the committee to shift the schedule with an anticipated completion by November 2020.</p>	<p>Schedule adjusted August 2020 through November 2020.</p>
<p>Public Engagement</p>	<p>Ms. Hakes provided an overview of the proposed public engagement plan for the project. With COVID-19 restrictions in place, there was a discussion with the committee about how best to approach public engagement. There was agreement that a hybrid approach would be best, giving people an option to go in person and allowing the meeting to be broadcast via video conference for those who wish to participate from home.</p> <p>Proposed public engagement includes:</p> <ul style="list-style-type: none"> • Public Visioning Workshop (Workshop #1) – The public visioning workshop will include an interactive public workshop to gather input from the public about issues, opportunities, and the future of the corridor. • Key Stakeholder Interviews – Conduct one day of stakeholder interviews with key stakeholders such as business owners within the study area, New York State Department of Transportation (NYSDOT), neighboring municipalities, large property owners • Corridor Concepts Workshop (Workshop #2) – The corridor concepts workshop will include an opportunity for MJ to share draft concepts for the corridor with the community and gather feedback about priorities. • Presentation of Corridor Enhancements (Workshop #3) – The third and final public workshop will be a presentation of recommended corridor enhancements. • Online Community Survey - Conduct an online public opinion survey and results summary. The Survey will go live September 1, 2020 and staying open through the end of September. • Project Website – MJ will develop and maintain a project website for the duration of the project. It is expected that a link to the project website will be promoted on the Town website. <p>Project Website Domain Options:</p> <ul style="list-style-type: none"> - MiltonRoute50Study.com - MiltonRt50.com - MiltonRoute50.com - Route50Milton.com <ul style="list-style-type: none"> • Social Media Outreach - The Town social media venues will be used to provide updates throughout the process and share 	<p>First public Visioning Workshop will be on September 3, 2020 at 7PM. Public visioning will be a hybrid of online and in-person. In-person will be at the community center but limited to 20 people due to COVID-19 restrictions.</p> <p>MJ will coordinate stakeholder meetings August through September.</p> <p>MJ to prepare draft online survey questions for Committee review.</p> <p>MJ to prepare project website.</p>

	materials. MJ will provide materials to the Town Staff to be shared through these venues.	
Intersection Improvements at Route 50/ Northline Road	<p>Mr. Schneider (MJ) provided an overview of the project Task 2 - Intersection Improvements at Route 50/ Northline Road. Existing conditions were then discussed followed by an overview of an initial evaluation of the proposed roundabout alternative. The roundabout alternative was evaluated first as New York State Department of Transportation (NYSDOT) policy provides that intersection improvements must first demonstrate a roundabout does not work.</p> <p>1-Lane Roundabout was examined first to determine functionality.</p> <ul style="list-style-type: none"> • This option does fits within the right-of-way with minimal impact to surrounding property • 1-Lane roundabout does not satisfy Level of Service (LOS). LOS is the term used to describe the operating conditions of a roadway. LOS A generally represents free-flowing traffic while a LOS F represents the roadway is at or near capacity. For an intersection such as this, a LOS B is the minimum needed. The 1-lane roundabout resulted in an overall LOS score of F for the Southbound, Westbound, and Eastbound approach The Northbound approach LOS is D. While this is better, this still does not satisfy the needs of the intersection. <p>2-Lane Roundabout concept was evaluated next.</p> <ul style="list-style-type: none"> • The 2-lane would require additional land area and there would be an impacts on adjacent properties • Analyzed Modified Approach Geometry to minimize impacts to existing and proposed driveways. The proposed Impacts to the new Stewarts ingress and egress are not anticipated. • The 2-lane roundabout would result in an overall LOS B for the Southbound, Westbound, and Northbound <ul style="list-style-type: none"> ○ The Eastbound Approach would have a LOS C <p>A proposed signal with modified geometry alternatives will be analyzed next and compared to the 2-lane roundabout alternative.</p>	MJ to evaluate alternatives for intersection improvements
Corridor-wide Complete streets Audit Highlights	<p>Mr. Schneider and Ms. Hakes provided Corridor-wide Complete Streets Audit Highlights. Complete Streets include roadway design features that accommodate safe, convenient access and mobility for multiple modes and users of all abilities.</p> <p>An in person visual audit of existing conditions conducted on the morning of July 2nd and examined features within the following categories:</p> <ul style="list-style-type: none"> • Accessibility • Connectivity • Safety • Placemaking elements <p>Accessibility - includes the ability to move with ease regardless of age or ability and includes presences of facilities for pedestrian, bicyclists and transit riders.</p>	

	<p>Key elements noted include:</p> <ul style="list-style-type: none"> • Quality road surface • Transit stops • Bike facilities • Dedicated pedestrian facilities • ADA curb ramps <p>Through the corridor the road surface was in excellent condition and there are transit stops going both directions. The bike facilities do need improvement throughout. There are no dedicated pedestrian facilities or ADA curb ramps along the corridor.</p> <p>Connectivity - is the ability to connect modes as well as connect neighborhoods to nodes of activity.</p> <p>Key elements noted include:</p> <ul style="list-style-type: none"> • Bicycle route • Transit (bus with bike racks) • Vehicular connections to activity nodes / neighborhoods • Sidewalks <p>Through the corridor all the elements are present except sidewalks.</p> <p>Safety - includes a safer environment for all users regardless of mode.</p> <p>Key elements noted include:</p> <ul style="list-style-type: none"> • Vehicular speeding • Lighting • Access management (curb-cuts) • Crosswalks <p>Vehicular speeding, lighting, and access management (curb-cuts) all need improvement in the corridor. Speeding was observed by all types of vehicles and the committee noted speeding has been a problem previously noticed. Also, the curb cuts vastly vary in size and condition through the entire corridor.</p> <p>Placemaking - involves creating a livable, walkable , vibrant neighborhood with an identify and enhanced quality of live.</p> <p>Key elements noted include:</p> <ul style="list-style-type: none"> • Building orientation / setback • Land uses –primarily commercial • Street trees • Pedestrian-scale lighting • Street furniture • Consistent design aesthetic 	
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	As you traverse the corridor the building orientation and land use vary. There are no street trees, pedestrian-scale lighting, street furniture, or consistent design aesthetic in the corridor.	
Interactive Visioning Exercise	<p>Ms. Hakes lead the committee through a visioning exercise asking the following questions:</p> <ul style="list-style-type: none"> • Describe what you like best about the corridor in 1-2 words. • Describe the biggest challenge(s) or issue(s) within the corridor in 1-2 words. • How do you envision the corridor in the next 5, 10, or 20 years? <p>Feedback from the committee included the following:</p> <ul style="list-style-type: none"> • Positive, organized growth is welcome • Vision includes a family friendly, family destination setting such as locally owned coffeeshop with bookstore • Want to see a project the committee is proud of • Would like a corridor that is not just a pass-through and a place people want to stop and shop the local businesses • The corridor continues to grow with the amount of traffic • Need to revisit the Comprehensive Plan to include the corridor vision • There is no curb appeal • The buildings are all a different in style and setback. Having a consistent design standard would be helpful to transform the area and tie the buildings together to make a more consistent feel throughout. • Need a destination or anchor business • If there was a sidewalk it would get people to walk the corridor more • The corridor has space for a sidewalk • Mitigation of traffic flow is important • Finding funding sources is important • Influence quality of life and increase property values • A gateway to attract people • Corridor is heavily trafficked • There are issues at the intersection and a roundabout would bring added safety and efficiency • Including connectivity throughout for pedestrians is important • Space within the corridor is a challenge. It is largely built out already and there are constrained lands. • Not a lot to like about the corridor • No connectivity • Hodge podge of styles - need to find a way to tie them together • How much traffic would be ok on Route 50 • This is a project that will take time to get where the committee envisions it • People are currently investing in Route 50 – need to allow existing development and new development to coexist 	

<p>Next Steps</p>	<ul style="list-style-type: none"> • Public engagement <ul style="list-style-type: none"> ○ Develop a draft community survey ○ Prepare a project website ○ Schedule stakeholder meetings • Evaluate Intersection Alternatives • Prepare Existing Conditions Summary 	
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This meeting summary conveys our understanding of the items discussed and agreements reached at this meeting. Please forward any additions, corrections and/or questions to my attention.

Submitted by:
Andris Blumbergs, Planner

cc: Project File, Advisory Committee

ROUTE 50 CORRIDOR ENHANCEMENT STUDY

MEETING SUMMARY

Purpose: Advisory Committee Meeting (Meeting #2)

Date and Time: October 08, 2020, 10:00 am

Location: Via Zoom Video Conference

Attendees: Benny Zlotnick (Advisory Committee), William Lewis (Advisory Committee), JD Wood (Advisory Committee), Kevin Harkins (Advisory Committee), Jaclyn Hakes (MJ), Chad Schneider (MJ), Brian Cooper (MJ), Andris Blumbergs (MJ)

Agenda Item		Key Decisions & Outcomes
Welcome and Roll Call	<p>Due to health and safety concerns related to the Novel Coronavirus (COVID 19), the Advisory Committee meeting was held via web conference using Zoom and hosted by the MJ Engineering (MJ) project team.</p> <p>Jaclyn Hakes, Director of Planning Services, MJ Engineering, welcomed the group and conducted roll call.</p>	
Project Schedule and Status Update	<p>Ms. Hakes provided a project schedule and status update that included:</p> <ul style="list-style-type: none">• In Progress/Ongoing<ul style="list-style-type: none">○ Existing Conditions/ Future Trends○ Full Survey Summary○ Stakeholder meetings 10/14/2020<ul style="list-style-type: none">▪ Local & Regional Partners Group A▪ Local & Regional Partners Group B▪ Emergency Services <p>The 4-month schedule is continuing with a late November 2020 completion.</p>	
Public Survey Highlights	<p>Ms. Hakes provided survey highlights from the online public survey. The highlights include:</p> <ul style="list-style-type: none">• Open 9/3/2020 to 10/2/2020• 120 responses• 100% from Saratoga County• Number one concern:<ul style="list-style-type: none">○ Traffic at the intersection of Northline & Route 50• Top opportunity:<ul style="list-style-type: none">○ Continued growth of the corridor	

- An overview graph of question 5 (How often do you visit the businesses in the study area?) showed Daily 23%, Weekly 57%, Monthly 14%, and Rarely 6%
- An overview graph of question 6 (How often do you travel through the study area?) showed Daily 59%, Weekly 32%, and Monthly 9%
 - Both question 5 and 6 are showing the survey responders are familiar with the corridor and traverse the corridor frequently.
- Question 9: Would you support intersection improvements at Northline Road and Route 50 such as additional turn lanes or a roundabout?
 - An overwhelming 91% said yes, they would support intersection improvements.
 - The type of improvements varied from roundabout to a modified signalized intersection improvements. Some highlighted comments include:
 - "Yes, turn lanes, but NOT a roundabout!"
 - "Roundabouts are efficient for heavy traffic"
 - "any improvement to traffic flow and safety of all users is welcome"
 - "Roundabout, that light is brutal. Northline has it green way longer than rt.50"
 - "need turn lanes, traffic is congested"
 - "Absolutely a roundabout!"
- Question 11: Would you encourage or discourage the following LAND USES in the study area? Land uses people would encourage included:
 - Convenience Stores
 - Retail Stores
 - Professional Offices (medical, legal, technology)
 - Service Businesses
 - Restaurants
 - Public outdoor recreation
 - Protection of natural areas /open space
- People would discourage the following:
 - Residential – Single-Family Homes
 - Residential – Multi-Family Units
 - Residential – Apartments
 - Motels / Hotels
 - Department Store
- For additional land uses some of the thing's responders posted include:
 - "sidewalk and crosswalk would be nice"
 - "Keep open space!! No dense population"
 - "small businesses, restaurants and housing"
 - "Nature trails and connector trails"
 - "Hiking or biking trails"

	<ul style="list-style-type: none"> ○ “Safe bike lanes (similar to recent bike path installed on Geyser Rd) would be wonderful!!” ○ “sidewalk and crosswalk” ○ “Bike path.” ○ “ellsworth commons like development” <p>Jackie noted that these are just a brief overview and the full summary will be <i>provided in the coming weeks</i>.</p>	
Existing Conditions & Future Trends Highlights	<p>Ms. Hakes provided Existing Conditions & Future Trends Highlights. The highlights include:</p> <ul style="list-style-type: none"> • Demographic Trends • Housing • Land Use and Zoning • Existing Businesses • Future Trends <p>Key takeaways for the highlights are:</p> <p>Demographic Trends</p> <ul style="list-style-type: none"> • Milton population increased 4.2% since 2010 • Milton accounts for 8.3% of Saratoga County population <p>Housing</p> <ul style="list-style-type: none"> • Total of 8,277 housing units town-wide • 45% of the housing stock in Town was built after 1970 • Significant growth in additional housing units between 1990 - 2009 <p>Land Use</p> <ul style="list-style-type: none"> • Study area is a total of 92 acres broken into 6 categories of land use: <ul style="list-style-type: none"> ○ Commercial 36 acres (39%) ○ Residential - Low Density 16.9 acres (18%) ○ Vacant Land 15.5 acres (17%) ○ Transportation 10.8 acres (12%) ○ Residential - High Density 8.6 acres (9%) ○ Residential - Medium Density 4.2 acres (5%) <p>Zoning</p> <ul style="list-style-type: none"> • There is a total of 3 zoning districts in the study area including: <ul style="list-style-type: none"> ○ CT – Commercial Transition District ○ R1 – Residential District ○ Stream Corridor Overlay District <p>The parcels with route 50 frontage are all in the Commercial Transition District with some Stream Corridor Overlay District at the southern end.</p> <p>Existing Businesses</p> <ul style="list-style-type: none"> • Variety of business types in the corridor <ul style="list-style-type: none"> ○ Retail ○ Commercial ○ Eating establishments ○ Banking ○ Automotive 	

	<ul style="list-style-type: none"> 85,000 square feet of commercial space in the study area <p>Future Trends</p> <ul style="list-style-type: none"> Inclusion of Multiple Travel Modes <ul style="list-style-type: none"> Vehicle Transit Pedestrian Bicycle Support Existing Business Placemaking Sustainable Growth <ul style="list-style-type: none"> Mixed Use Development Infill / Redevelopment 	
<p>Intersection Alternatives at Route 50 / Northline Road</p>	<ul style="list-style-type: none"> Mr. Schneider (MJ) provided an overview of the Intersection Improvements at Route 50/ Northline Road. Existing conditions were then discussed followed by an overview of the proposed roundabout alternative and proposed signal with modified geometry. The roundabout alternative was evaluated first as New York State Department of Transportation (NYSDOT) policy provides that intersection improvements must first demonstrate a roundabout does not work. <p>1-Lane Roundabout was examined first to determine functionality.</p> <ul style="list-style-type: none"> This option does fits within the right-of-way with minimal impact to surrounding property 1-Lane roundabout does not satisfy Level of Service (LOS). <p>2-Lane Roundabout concept was evaluated next.</p> <ul style="list-style-type: none"> The 2-lane would require additional land area and there would be an impact on adjacent properties Analyzed Modified Approach Geometry to minimize impacts to existing and proposed driveways. The proposed impacts to the new Stewarts ingress and egress are not anticipated. The 2-lane roundabout would result in an overall LOS B for the Southbound, Westbound, and Northbound <ul style="list-style-type: none"> The Eastbound Approach would have a LOS C Has pedestrian refuge for crossing feel safer for pedestrian and slows traffic coming into the intersection Raised median is an option 55ft radius with a truck apron <p>A proposed signal with modified geometry was analyzed next and compared to the 2-lane roundabout alternative.</p> <ul style="list-style-type: none"> Like the roundabout there is a need for additional land but not as much as the 2-lane roundabout 	

	<ul style="list-style-type: none"> Extended Limits – the limits are significantly moved outward for the modified signalized intersection to allow for additional lanes Does not slow traffic coming through the intersection <p>Comparing the 2-lane option and modified signalized intersection</p> <ul style="list-style-type: none"> Roundabout is safer Roundabout could handle more traffic growth over the next 20 years <p>Key takeaways from the committee</p> <ul style="list-style-type: none"> Preferred roundabout over signalized intersection Committee agreed on the safety aspects of the roundabout are more appealing Want to get DOT feedback on support of roundabout or signalized intersection 	
Corridor-wide Draft Concept Alternatives	<p>Next, Mr. Schneider provided an overview of the Draft Concept Plans. The overview included a description of the existing street layout along the corridor as well as the key elements that are included in each of the 3 concepts. It was noted that these are draft concepts and if there are elements the committee liked or disliked they could be modified to accommodate.</p> <p>Following is a list of the elements that are included in the draft concept plans:</p> <p>Option 1: Sidewalks Both Sides:</p> <ul style="list-style-type: none"> New curbs and sidewalks both sides Reduce shoulder width to minimum design standard Flush median (two-way turn lane) On existing roadway alignment Bikes would continue to use the shoulder <p>Option 2: Raised Median:</p> <ul style="list-style-type: none"> New curbs and sidewalks both sides Reduce shoulder width to minimum design standard Raised Median OR Flush median (two-way turn lane) On existing roadway alignment Bikes would continue to use the shoulder Would not impact the existing business ingress and egress <p>Option 3: Raised Median & Multi-Use Path:</p> <ul style="list-style-type: none"> New curbs on both sides Multi-use path on east side 10 ft wide 	

	<ul style="list-style-type: none"> • No sidewalk on west side • Reduce shoulder width to min standard • Flush median (two-way turn lane) OR Raised median • On shifted roadway alignment <p>Feedback from the committee included the following:</p> <ul style="list-style-type: none"> • Liked option 3 to get bikes off the shoulder and maintenance of only one side would be easier • Liked option 2 and 3 because as people traverse the corridor this will make it easier to combine modes like walking or riding to the bus stop then riding the bus to a destination • Option 3 with a combination of a roundabout to slow the speed through the entire corridor from the Village of Ballston north to City of Saratoga • Drainage was mentioned as a concern <ul style="list-style-type: none"> ○ Dot responsibility ○ For Surface Water Intake Protection Plan (SWIPP) could be classified as sidewalk improvements this would not require water treatment • Maintenance of the vegetation added, and sidewalks or bike path would be done by the town and they would gladly take it on to maintain a feeling of continuity throughout the entire corridor • Lighting needs to be attractive and match the feeling of the corridor • Presenting option 2 and 3 to the public for feedback with included lighting 	
Next Steps	<ul style="list-style-type: none"> • Finalize Existing Conditions/Trends • Prepare Survey Highlights • Refine Concepts • Stakeholder meetings <ul style="list-style-type: none"> ○ Local & Regional Partners ○ Emergency Services ○ Business & Property Owners • Public Meeting #2 – TBD • Public Meeting #3 - TBD 	

This meeting summary conveys our understanding of the items discussed and agreements reached at this meeting. Please forward any additions, corrections and/or questions to my attention.

Submitted by:
Andris Blumbergs, Planner

cc: Project File, Advisory Committee

ROUTE 50 CORRIDOR ENHANCEMENT STUDY

MEETING SUMMARY

Purpose: Advisory Committee Meeting (Meeting #3)

Date and Time: February 24, 2021, 10:00 am

Location: Via Zoom Video Conference

Attendees: Benny Zlotnick (Advisory Committee), William Lewis (Advisory Committee), JD Wood (Advisory Committee), Kevin Harkins (Advisory Committee), Jaclyn Hakes (MJ), Chad Schneider (MJ), Brian Cooper (MJ), Andris Blumbergs (MJ)

Agenda Item		Key Decisions & Outcomes
Welcome and Roll Call	<p>Due to health and safety concerns related to the Novel Coronavirus (COVID 19), the Advisory Committee meeting was held via web conference using Zoom and hosted by the MJ Engineering (MJ) project team.</p> <p>Jaclyn Hakes, Director of Planning Services, MJ Engineering, welcomed the group and conducted roll call.</p>	
Project Schedule and Status Update	<p>Ms. Hakes provided a project schedule and status update that included:</p> <ul style="list-style-type: none">• In Progress/Ongoing<ul style="list-style-type: none">○ Final Study Document Draft○ Scheduling for final committee meeting○ Scheduling for final public meeting	
Corridor-wide Draft Concept Alternatives Overview	<p>Ms. Hakes provided an overview of the Draft Concept Plans. The overview included a description of the two (2) preferred concepts.</p> <p>Following is a list of the elements that are included in the draft concept plans:</p> <p>Option 1: Raised Median and Sidewalks Both Sides:</p> <ul style="list-style-type: none">• New curbs and sidewalks both sides• Reduce shoulder width to minimum design standard• Raised Median OR Flush median (two-way turn lane)• On existing roadway alignment• Bikes would continue to use the shoulder• Would not impact the existing business ingress and egress	

	<p>Option 2: Raised Median & Multi-Use Path:</p> <ul style="list-style-type: none"> • New curbs on both sides • Multi-use path on east side 10 ft wide • No sidewalk on west side • Reduce shoulder width to min standard • Flush median (two-way turn lane) OR Raised median • On shifted roadway alignment <p>Feedback from the previous public meeting (12/09/2021) included the following:</p> <ul style="list-style-type: none"> • • Liked option 3 to get bikes off the shoulder and maintenance of only one side would be easier • Liked option 2 and 3 because as people traverse the corridor this will make it easier to combine modes like walking or riding to the bus stop then riding the bus to a destination • Option 3 with a combination of a roundabout to slow the speed through the entire corridor from the Village of Ballston north to City of Saratoga • Drainage was mentioned as a concern <ul style="list-style-type: none"> ○ Dot responsibility ○ For Surface Water Intake Protection Plan (SWIPP) could be classified as sidewalk improvements this would not require water treatment • Maintenance of the vegetation added, and sidewalks or bike path would be done by the town and they would gladly take it on to maintain a feeling of continuity throughout the entire corridor • Lighting needs to be attractive and match the feeling of the corridor • Presenting option 2 and 3 to the public for feedback with included lighting 	
<p>Intersection Alternatives at Route 50 / Northline Road</p>	<ul style="list-style-type: none"> • Ms. Hakes provided an overview of the Intersection Improvements at Route 50/ Northline Road. <p>1-Lane Roundabout was examined first to determine functionality.</p> <ul style="list-style-type: none"> • This option does fits within the right-of-way with minimal impact to surrounding property • 1-Lane roundabout does not satisfy Level of Service (LOS). <p>2-Lane Roundabout concept was evaluated next.</p> <ul style="list-style-type: none"> • The 2-lane would require additional land area and there would be an impact on adjacent properties • Analyzed Modified Approach Geometry to minimize impacts to existing and proposed driveways. The proposed impacts to the new Stewarts ingress and egress are not anticipated. 	

	<ul style="list-style-type: none"> • The 2-lane roundabout would result in an overall LOS B for the Southbound, Westbound, and Northbound <ul style="list-style-type: none"> ○ The Eastbound Approach would have a LOS C • Has pedestrian refuge for crossing feel safer for pedestrian and slows traffic coming into the intersection • Raised median is an option • 55ft radius with a truck apron <p>A proposed signal with modified geometry was analyzed next and compared to the 2-lane roundabout alternative.</p> <ul style="list-style-type: none"> • Like the roundabout there is a need for additional land but not as much as the 2-lane roundabout • Extended Limits – the limits are significantly moved outward for the modified signalized intersection to allow for additional lanes • Does not slow traffic coming through the intersection <p>Comparing the 2-lane option and modified signalized intersection</p> <ul style="list-style-type: none"> • Roundabout is safer • Roundabout could handle more traffic growth over the next 20 years <p>Key takeaways form the committee</p> <ul style="list-style-type: none"> • Preferred roundabout over signalized intersection • Committee agreed on the safety aspects of the roundabout are more appealing • Want to get DOT feedback on support of roundabout or signalized intersection 	
Next Steps	<ul style="list-style-type: none"> • Finalize Existing Conditions/Trends • Prepare Survey Highlights • Refine Concepts • Stakeholder meetings <ul style="list-style-type: none"> ○ Local & Regional Partners ○ Emergency Services ○ Business & Property Owners • Public Meeting #2 – TBD • Public Meeting #3 - TBD 	

This meeting summary conveys our understanding of the items discussed and agreements reached at this meeting. Please forward any additions, corrections and/or questions to my attention.

Submitted by:
Andris Blumbergs, Planner

cc: Project File, Advisory Committee

ROUTE 50 CORRIDOR ENHANCEMENT STUDY

MEETING SUMMARY

Purpose: Advisory Committee Meeting (Meeting #4)

Date and Time: April 20, 2021, 8:30 AM

Location: Via Zoom Video Conference

Attendees: Benny Zlotnick (Advisory Committee), JD Wood (Advisory Committee), Kevin Harkins (Advisory Committee), Bill Lewis (Advisory Committee) John Bartow, Megan Soden, Bill Keniry, Jim Craig Jaclyn Hakes (MJ), Andris Blumbergs (MJ)

Agenda Item		Key Decisions & Outcomes
Welcome and Roll Call	<p>Due to health and safety concerns related to the Novel Coronavirus (COVID 19), the Advisory Committee meeting was held via web conference using Zoom and hosted by the MJ Engineering (MJ) project team.</p> <p>Jaclyn Hakes, Director of Planning Services, MJ Engineering, welcomed the group and conducted roll call.</p>	
Project Schedule and Status Update	<p>Ms. Hakes provided a project schedule and status update that included:</p> <ul style="list-style-type: none">• In Progress/Ongoing<ul style="list-style-type: none">○ Existing Conditions/ Future Trends○ Draft Enhancement Study Document○ Public Meeting #3 Scheduling	
Preferred Corridor Concept	<p>Ms. Hakes provided an overview of the preferred corridor concepts and preferred intersection from public meeting #2:</p> <p>Raised Median & Multi-Use Path</p> <ul style="list-style-type: none">• New curbs on both sides• Multi-use path on east side• Limited sidewalk on west side (at north and south ends only)• Reduce shoulder width to min standard• Flush median (two-way turn lane) OR Raised median• On shifted roadway alignment <p>Participants selected option 2 as the preferred (12/09/2021)</p>	

	<p style="text-align: center;">Which corridor option do you prefer?</p> <p>OPTION 1: Raised Median & Sidewalks Both Sides A 33%</p> <p>OPTION 2: Raised Median & Multi-Use Path B 53%</p> <p>None of the above C</p> <p>Some features of both D 13%</p> <ul style="list-style-type: none"> Participants selected Roundabout as the preferred (12/09/2021) <p style="text-align: center;">Which intersection option do you prefer?</p> <p>Modified Signalized 17%</p> <p>Roundabout 83%</p>	
<p>Future Land Uses</p>	<p>Ms. Hakes provided an overview of future trends, land uses, and potential land use changes that fit the corridor. These include the following:</p> <p>Future Trends</p> <p>Inclusion of Multiple Travel Modes (Complete Streets)</p> <ul style="list-style-type: none"> Vehicle Transit Pedestrian Bicycle <p>Support Existing Business</p> <p>Placemaking</p> <p>Sustainable Growth</p> <ul style="list-style-type: none"> New Development Infill / Redevelopment <p>Future Land Use</p> <p>Gateway Node</p> <ul style="list-style-type: none"> Gateway entering the Town of Milton can help establish the corridor as a part of the town and create a sense of place Roundabout could serve as gateway <p>High Density Residential</p> <ul style="list-style-type: none"> The purpose of this zone is to establish areas for higher residential densities within easy pedestrian access to commercial areas 	

	<ul style="list-style-type: none"> • Possible single-family and two-family dwellings, apartments, or multi-unit dwellings <p>Northern Commercial Mixed-use</p> <ul style="list-style-type: none"> • Includes both residential and commercial space • Move away from calling the area a “transition corridor” • Accessibility to surrounding areas <p>Southern Commercial Mixed-use</p> <ul style="list-style-type: none"> • Includes both residential and commercial space • New design guidelines for a cohesive look and feel throughout • Consistent shift south into the Village of Ballston Spa <p>Low Density Residential</p> <ul style="list-style-type: none"> • The purpose of this zone is to create a living environment of primarily single-family dwellings • Allows for single-family dwellings <p>Potential Land Use Changes</p> <p>Corridor-wide design guidelines</p> <ul style="list-style-type: none"> • Site layout/design • Landscaping • Architecture <p>Possible zoning amendment</p> <ul style="list-style-type: none"> • Consider greater mixed use with emphasis on commercial/retail as well as residential • Consider greater flexibility • Shared parking and driveways to reduce curb cuts 	
Next Steps	<ul style="list-style-type: none"> • Finalize Enhancement Study Document • Public Meeting #3 (at regular Town Board meeting) – TBD • Initiate Implementation 	

This meeting summary conveys our understanding of the items discussed and agreements reached at this meeting. Please forward any additions, corrections and/or questions to my attention.

Submitted by:
Andris Blumbergs, Planner

cc: Project File, Advisory Committee



APPENDIX D

Existing Conditions Mapping

TOWN OF MILTON

Route 50 Corridor










Enhancement T

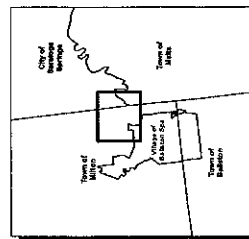


Study Area

August 2020

LEGEND

-  Study Area
 Village Boundary
 City/Town Boundary
 State Routes
 County Routes
 Local Road
 Railroad
 Water Body
 River/Stream



Sources:
EERI, NYS ITS, Saratoga
County, Town of Saratoga

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100 Feet

Engineering and
Land Surveying, P.C.
553 Crescent Road • Canton, NY 10613
518-392-2222 • Fax 518-392-2223

This map was prepared for illustrative purposes only and is not suitable for engineering, surveying, or legal purposes.

TOWN OF MILTON

Route 50 Corridor













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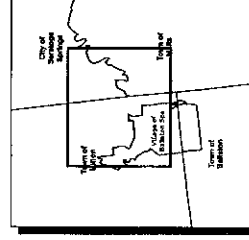
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Parks and Recreation

August 2020

LEGEND

-  Study Area
-  Village Boundary
-  City/Town Boundary
-  State Routes
-  County Routes
-  Local Road
-  Railroad
-  Conserved Land
-  County Fairgrounds
-  Indoor Recreation
-  Parks, Playgrounds and Athletic Fields
-  Swimming Pools



Source:
Esri, NYS ITS, Saratoga
County, Town of Milton



Engineering and
Land Surveying, P.C.
1320 Chatterbox Road - Chatterbox, NY 12045

0 500 1,000 Feet











TOWN OF MILTON

Route 50 Corridor Enhancement

DRAFT
Property Ownership

August 2020

LEGEND

-  Study Area
-  Village Boundary
-  City/Town Boundary
-  Tax Parcel Boundary
-  State Routes
-  County Routes
-  Local Road
-  Railroad

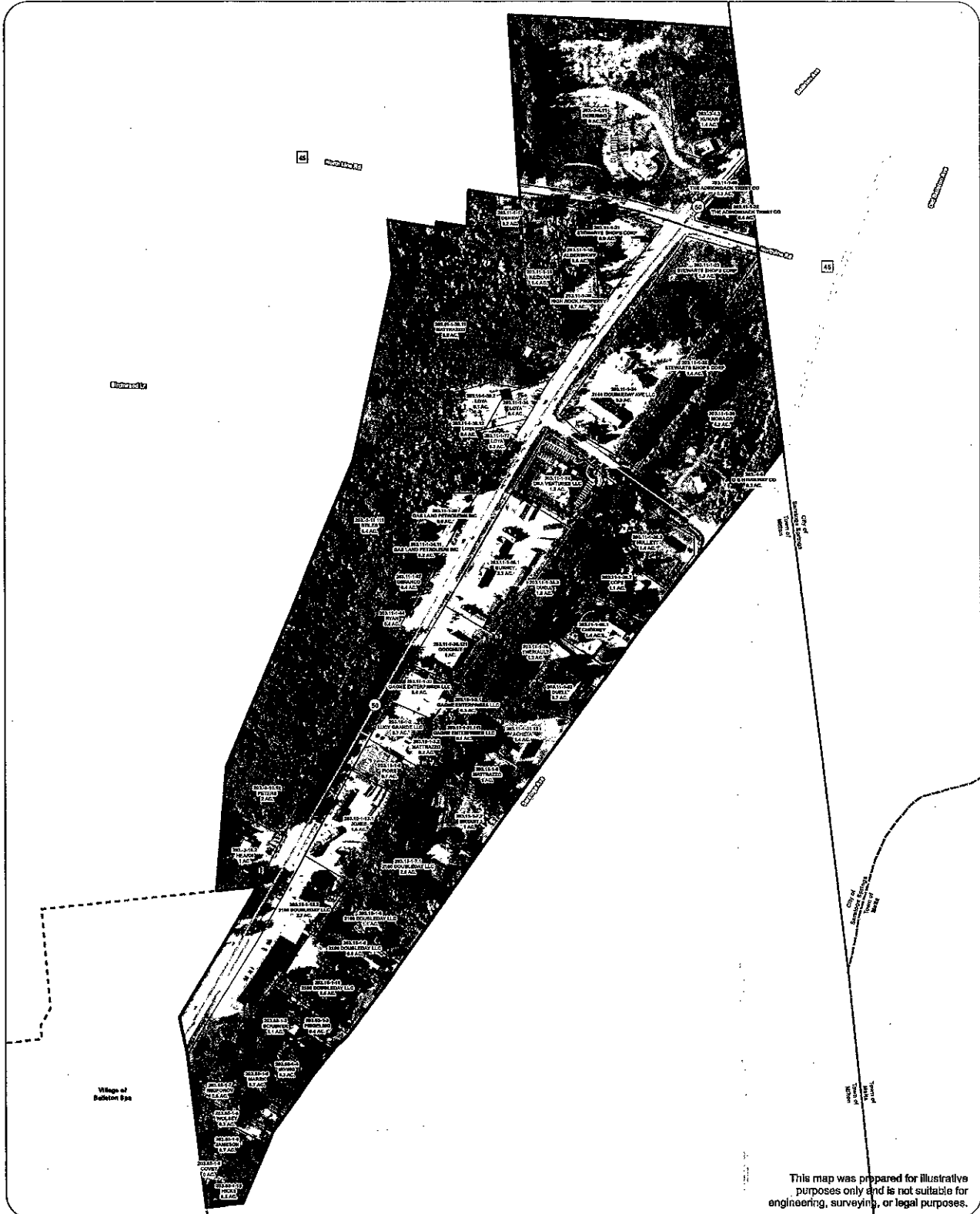


Sources:
Enl. NYS ITS, Saratoga
County, Town of Milton

0 150 300 Feet



Engineering and
Land Surveying, P.C.
1500 General Road - Clifton Park, NY 12045



TOWN OF MILTON

Route 50 Corridor

Enhancement

Environmental Constraints

August 2020

DR A F T

LEGEND

- Study Area
- Village Boundary
- City/Town Boundary
- State Routes
- County Routes
- Local Road
- Railroad
- Steep Slopes (over 15%)
- 100-Year Floodway
- 500-Year Floodway
- New York State Wetland
- Federal Designated Wetlands
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Rivertine Area

Environmental Constraints within Study Area	Acres	Percentage
Steep Slopes (15% or more)	7.8	8 %
Federal Wetlands	3.3	4 %
New York State Wetlands*	•	•
FEMA 100-year Floodway*	•	•

*Not present in study area

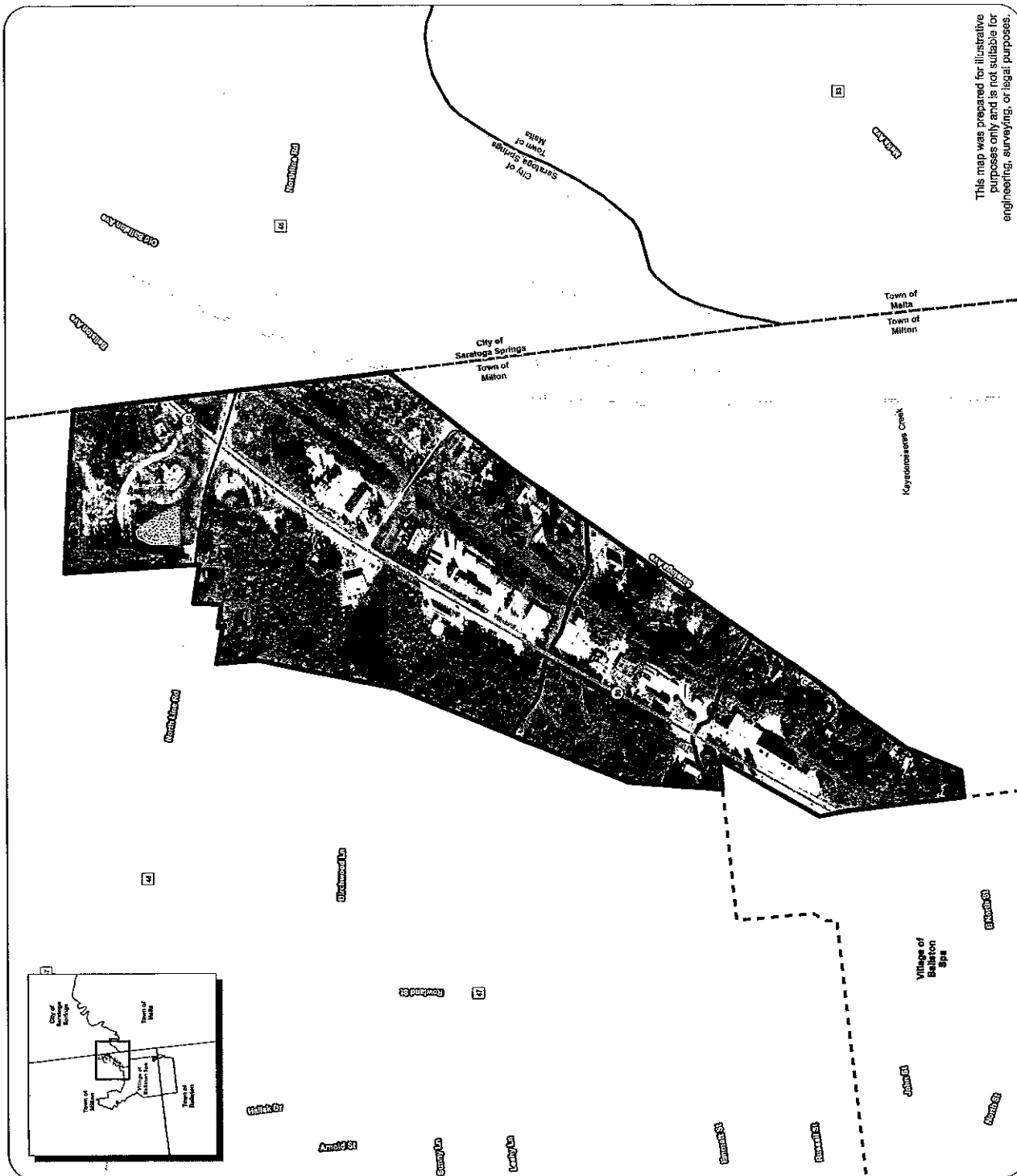
Survey:
East NY, ITS, Saratoga County,
Town of Milton, FEMA, NWI,
NYSDOC



Engineering and
Land Surveying, P.C.
100 Corporate Blvd., Canton, NY 12045



0 200 400 Feet



TOWN OF MILTON

Route 50 Corridor

Enhancement

DRAFT

Existing Land Use

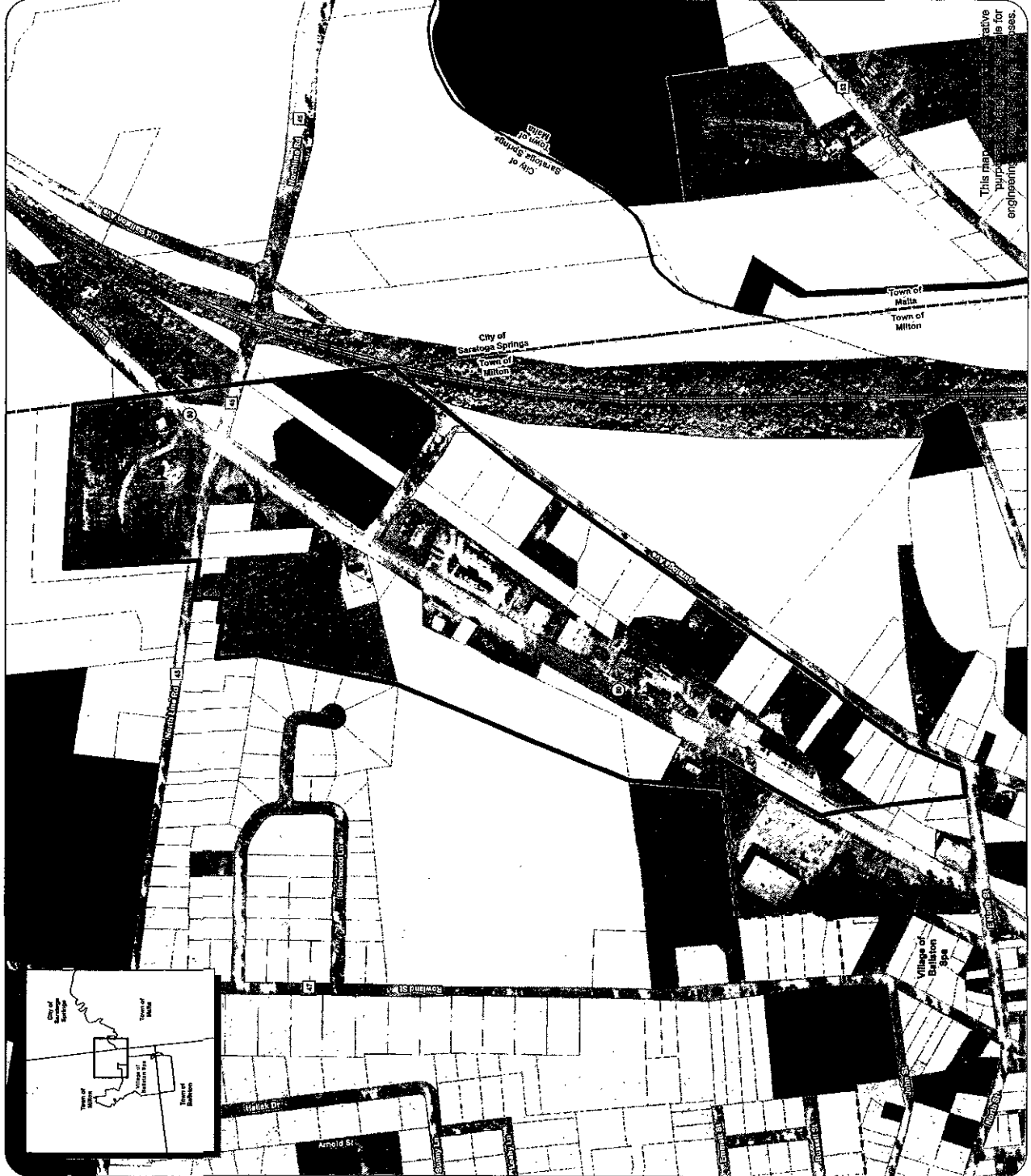
August 2020

LEGEND

- Study Area
- Village Boundary
- City/Town Boundary
- Tax Parcel Boundary
- Railroad
- Existing Land Use
- Commercial
- Community & Public Services
- Parks & Conservation Lands
- Recreation & Entertainment
- Residential - High Density
- Residential - Low Density
- Residential - Medium Density
- Transportation
- Utilities
- Vacant Land

Land Use in Study Area	Property Class Code	Area	Percentage
Commercial	415 - 488	36	33 %
Residential - Low Density	311 - 330	35	32 %
Residential - Medium Density	230 - 271	10.8	10 %
Residential - High Density	200 - 229	4.2	4 %
TOTAL		108.0	100 %

Source: Assessed property class codes listed in the Saratoga Tax Parcel Database. The actual land use of some parcels may differ from this assessed land use.



Scale:
0 200 400 Feet

Saratoga
East NYS GIS, Saratoga
County, Town of Milton



Engineering and
Land Surveying, P.C.
1000 Corporate Road - Saratoga, NY 12858

TOWN OF MILTON

Route 50 Corridor












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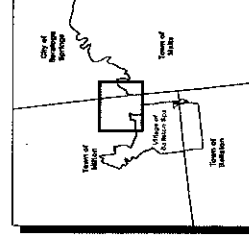
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Existing Zoning

August 2020

LEGEND

-  Study Area
-  Village Boundary
-  City/Town Boundary
-  State Routes
-  County Routes
-  Local Road
-  Railroad
-  Existing Zoning Districts
-  CT - Commercial Transition District
-  R1 - Residential District
-  Stream Corridor Overlay District



Surveyor:
Earl, NYS ITS, Saratoga
County, Town of Milton



Engineering and
Land Surveying, P.C.
1320 Chittenden Road, Chittenden, VT 05601

0 200 400 Feet

